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# COMMENT

**D**eadline week has been pretty surreal here at DBR Towers this time around as The Bear and I have been sugar rushing our tits off after overdosing on a motocross inspired and

mountainous birthday cake we've christened the Chocolate Speedway.

This thing is epic and as well as being covered with fudge flakes, chocolate icing, chocolate fingers and a Cyril Coulon-esque supercross rider it also has a bottomless mud hole made out of chocolate flavour Angel Delight – or it did until we spooned it out and scoffed the lot. The good news is it tastes totally yummy but the downside to the whole deal is that now we're just a two-man team there's so much cake left it's bound to make us sick before we polish it all off. We're still gonna try though.

The reason we're overloaded with confectionary goodness is down to my girlfriend picking up on the fact DBR's more or less 32 years old round about now. We're not sure exactly when as the very first edition simply says 'Spring' on it as DBR was initially planned to be a quarterly until the dirt biking public started eating it up and demanded more and more issues.

In the very first 'Comment' the founding editor – a guy called Peter Howdle whose written words sound like a Pathe news presenter in my head – wrote... "Here's hoping you like our first effort. We believe that Dirt Bike Rider, a colourful new quarterly dealing exclusively with off-road

motorcycling, will fill a long felt need.

"The guys who've done the spade work are all enthusiasts who rate cross-country biking as the healthiest, safest most exciting and satisfying form of motor cycle sport.

"Schoolboy sport, enduros, motocross and trials all continue to gain stature at home and abroad. Dirt bikes are go – all the year round – and Dirt Bike Rider aims to give you the best stories and pictures from the many fascinating facets of a great game.

"Those who saw Neil Hudson put it across arch-rival, Graham Noyce, at Hawkstone Park, were left in no doubt that Britain has two potential world champions ready to set the dirt bike world alight.

"Don't miss our summer issue – in July."

Things have obviously changed a whole heap since 1981 but one thing that still holds true today is how much passion DBR's editorial team – and I include our many freelance contributors when I say 'team' – has for off-road sports. And although the way we convey that passion has changed massively over the years – if I ever write 'fascinating facets' feel free to kick me square in the nuts – I truly hope that we're still managing to satisfy your 'long felt need' one way or another.

With that in mind enjoy this month's mag and don't miss our June issue – in May!

*Sully*



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**Far left: BT calls it quits**  
**Top: Tommy tops the podium at FatCat**  
**Bottom: Jake joins Jordi and Jeffrey on the Valkenswaard podium**

# MACNEWSUND!

**IRN BRY'S TAKE ON THIS MONTH'S TOP STORIES FROM ALL AROUND THE OFF-ROAD WORLD...**

**T**he weather was kicking the hole out of the UK MX scene through March and the first round of the Maxxis British championship was a washout. FatCat was the first place that the ACU exercised their 'wet weather schedule' and race day was cut down to a two moto format and with no superpole or start straight practice.

But the question everyone was asking at the end of the day was 'what the hell is the deal with this points system?'. Most just put it down to a cock up in the computer system until midweek when the points still stood. It turns out that they are the legit points and they're part of the wet weather schedule – 37 points per moto win, 33 for second, 30 for third and it continues on. The only other thing I can see that I'm assuming is a cock up is that 10th

and 11th place riders both receive 15 points each per moto...

Adding to the theme of the recent rubbish weather was the fact that the brakes were put on round two which was supposed to be the following weekend at Canada Heights. For some riders and team managers though that was a small lifeline – Ando, Alex Snow, myself, Dougan, Karro and Barr to name but a few have all been thrown a bone as we're all currently on the injured list and we now get an extra couple of weeks recovery time before turning up to Lyng.

All this talk of injuries leads me to sad truth that Ben Townley threw the towel in on a 12 year professional career at the tail end of March, marking the end of his successful international career where he lifted an MX2 World and AMA Supercross Lites title. The

straw that broke the camel's back for Townley was his recent injury while preparing for another season racing in the Australian championship where he suffered a pretty severe concussion and a broken collarbone. This was the latest in a five year string of multiple injuries that has finally taken it's toll and broken Ben's spirit – there are only so many times you can try and bounce back from injury before you realise that bouncing isn't you're forte and you're more of the shattering type. It's a sad time...

A sh\*t-ton more upbeat is this little fairytale story though – I'm on about secret Brit Gert Krestinov. Much like Gino D'Acampo he's really from the Sheffield area and his Estonian accent is just a part of the character he plays. And if his nationality was ever in question never has he been more

British than now that he's the winner of the first round and current leader of the MX3 World Championship! And to think that in January Gert was looking for a ride before managing to put together a real privateer outfit – I heard they ditched the deadmau5 remix of the Estonian/British national anthems and played the Beatles classic 'With a little help from my friends' as he stood atop of the podium.

Unquestionably British Jake Nicholls finally took a step on to the Grand Prix podium in Valkenswaard for the first time in his career after coming so close a few times in seasons past. He was fighting an infection I believe while starting his GP campaign on the other side of the world for the opening two rounds and his results were sub-par from what he was expecting of himself but he came out swinging at >>





**Herlings' back is a familiar sight for the MX2 boys**

the Dutch round of the series and will now seek out many more through the season like the bad guy from Terminator.

But only three rounds in to the MX2 world championship season and Jeffrey Herlings already holds a 49 point lead! That's virtually a whole GP points lead and we're not even a quarter of the way into the series – at this point it looks like the only man that is going to stop the Bullet' clinching this title is himself! Love him or hate him the kid is great value on the track but even more so on Twitter – follow him @JHerlings84.

I don't want to bash on the FIM again this month but it was painfully obvious from watching Valkenswaard that the current sign-up system doesn't work. The racing was awesome but the numbers not so much. MX2 was virtually full but MX1 started the day with 27 riders and only 25 took to the gate for the second moto – and in a part of the world that is so easily accessible and flooded with riding talent that you'd expect if anywhere was to push for a full gate it would have been there. By the end of the second race all you had to do was finish to score points. All this while the MX3 needed an 'A' and 'B' qualifying session as they took entries of over 40 and were back to the old system where you had to qualify to get on the line – awesome!

Someone who has had their thinking cap on is Matt Bates of the Red Bull Pro Nationals. E22sports dropped two instances of forward thinking last month as they announced they're gonna be taking motocross to the masses by introducing Weston-super-Mare as the second round of the championship in May. The track is going to be constructed on the same beach front that hosts the infamous Weston Beach Race and will be constructed by soil pervert, JDH. The novelty of holding a high profile championship round in the centre of a busy town – and on a sand track carved by JDH – has all the right ingredients to be epic. And let's not forget the fact that they have now introduced pro racing on Saturday to the schedule for each round which will see the pros complete qualifying and a single moto on Saturday to go along with the already existing customary two moto format on a Sunday. More racing – who doesn't like that?

One final thing, I noticed at the opening round of the British Enduro championship that was held in Elgin over the Easter weekend there was a run in with the law. Part of the circuit which connected two forests was actually up a section of road and the po-po were on hand pulling riders over and checking the legitimacy and road legality of the competitors and their machines – much to the disappointment of the organising club who had extensive talks with the police to ensure that this wasn't going to be a problem. However it did happen and the circuit got chopped down to the one forest eliminating the use of the road but leaving me thinking that there must have been a few non road legal bikes – less than 3mm tread on their tyres? Regardless, it's pretty crappy of the authorities not to support a British championship standard event – shame on you!



# MAC211

## KIWI CRUSADER!

BILLY MAC'S TOUR OF NEW ZEALAND COMES TO AN END WITH A SECOND PLACE OVERALL IN THEIR NATIONAL SERIES...

Words by Billy MacKenzie Photo by Shayne Rice

**J**ust a couple more weeks and the start of the Aussie Nationals begins! It seems like I've been waiting forever for the 2013 race season to start but it's finally here and we are all back in full flow across the globe!

I just finished off the New Zealand championships racing for Josh Coppins new team and had a blast. The tracks in NZ are pretty awesome with huge flowing layouts and proper jumps over elevated ground – it reminds me of some of the more old school tracks I used to ride on my KX100 when the jumps felt massive! And this time I'm on a 450 Yamaha which means the jumps must be even bigger...

I finished the championship in second place and to be honest I'm pretty content with how it went. There were times when I know I should have pushed a bit harder or been a bit smarter but overall I learned a lot of things I had forgotten about racing. Simple things like clearing my rut for the gate and prepping my tear-offs with the correct colour of lens and looking for lines in between races. All these things I simply hadn't remembered were that important but it's those one per cent of things that can lead to bad results on race day so my new rule for the start of the season is to leave nothing to chance!

One thing I've noticed from joining Yamaha is how much attention to detail they pay to everything during test sessions and on race day – they really don't miss a beat and it's kinda like having my old crew of my Dad and Ash Kane telling me lines and giving me tips on race day. There's a lot to think about on race day and it helps when you can have people you trust

around you to tell you the right things – it creates a positive vibe and gives you the best possible chance to win.

So it was nice to finish a solid second and be on the podium at every round. It wasn't a particularly strong championship although I did beat last year's Aussie runner-up – Todd Waters – who was a favourite for this year and although Cody Cooper had his mojo working in NZ it's set some goals and I'll do my best to be racing for that #1 spot all season.

I almost had some feelings of wanting to come back to race GPs again as the hype before Qatar and Thailand started but after watching the highlights on TV the feelings quickly disappeared. It's safe to say I just ain't a fan of the 'new school' GP tracks and I ain't even that old school... they just look so boring and bare. There are some exceptions on the calendar but there is just no thrill factor when tracks are purpose built in remote locations.

In my opinion, the British GP at Matterley Basin is holding the torch for modern day motocross. It's a nice inviting open space with rolling green hills and big safe jumps (when they haven't got TM motorcycles on the landings), technical sections, great spectator viewing and well advertised. A relaxed fun day out with close racing and big crowds is how it should be.

Anyways, I doubt I'll be making it back this year because I think a race clashes but I'll try my best to fit something in after.

Keep up to date with my goings on in the southern hemisphere on my Mac211 Facebook. Until next month...

*Mac211*





# WIN! WIN! WIN! WIN! WIN!

## WIN THOR KIT AND DRESS LIKE DEANO, DUDE!

**U**p until now if you wanted to dress like a member of the Monster Energy Pro Circuit race team then you had to be a badass on a dirt bike and wait for Mitch Payton to call you up. The majority of us are still waiting for that call \*unsmiley face\*...

But we've got some great news for all you unsigned racers who need that kit in their lives because the good guys n' gals at Madison are now supplying these sweet THOR duds to anyone who rocks up at one of their dealers (you can find your closest one online at [www.madison.co.uk](http://www.madison.co.uk)) with £139.98 in their sky rockets. What's even greater news is that we've bagged a set of the kit – that's jersey and pantaloons – to give away to one of our lucky readers for free. Yay!

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question, **Which Scottish rider already has a set of this THOR Monster Energy Pro Circuit racewear in his kitbag?**

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- A:** Dean Wilson
  - B:** Dean Martin
  - C:** Dean MacKenzie
  - D:** The Dean of Mean – Keith Jardine

If you know the answer log on to our website – [www.dirtbikerider.com](http://www.dirtbikerider.com) – and follow the competitions link in **dirtZone** – or you can scan this **QR code** with your smartphone and it'll take you right there. The first correct answer randomly drawn after the closing date of **May 9** will have the awesome prize delivered directly to their door! Good luck dudes!

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# YAKETY YAK

## PRE PODIUM!

JAKE'S HECTIC SCHEDULE MEANT HE HAD TO GET THIS MONTH'S COLUMN IN BEFORE HIS EPIC PODIUM APPEARANCE AT VALKENSWAARD... AH WELL!

Words by Jake Nicholls Photo by Nuno Laranjeira

**H**i guys hope you're all doing good. I just checked what I wrote in my last column and it was something like how I'm over the weather being under four degrees – enough said really...

There's plenty to talk about as it's been very up and down. But I'm healthy and able to train hard ready for Valkenswaard which is the main thing.

Blu came over just before we went to Qatar but luckily she didn't quote me on my cooking skills. The trip started off pretty average to be honest – the morning of our flight I felt a bit average. I made sure I didn't train too hard the day before so I was unsure why I started to feel crap.

Then as we all met at Jacky's house to go in a small bus to the airport I got bitten by one of his sh\*t house guard dogs which freaked me out completely. When I was younger I was very scared of dogs, then my parents bought a Staffie called Reg and it cured me a bit as he was such a nice gentle old boy. And I've never really worried about dogs since but after this one bit me on my thigh through my jeans and cut me slightly, I was white as a sheet and realized that my fear had come back a bit. Obviously I'm not scared of little dogs like my Jeff but the big ones I'm freaked by now.

As we flew the six hours to Qatar I felt like death warmed up and I realized as we got of the plane that I had started to get a boil on my ass meaning I was very run down and had a bacterial infection in my blood. Every night in Qatar I was sweating my ass off and the bed would be drenched but I was freezing cold – it was a sh\*t experience just like any kind of flu.

Obviously I felt bloody average on the track to start with and the lights were not bright enough which took some getting used to. I qualified a steady seventh but thought my chest was going to explode afterwards – I felt so asthmatic from the illness I had.

On race day I actually felt a wee bit better but the boil was so sore from the riding the day before. Everything felt quite good and in the first race I got a 10th place start then on the first lap I cased a triple jump. Normally I would have just bounced a bit and carried on but this time that didn't happen – the bike just looped out with me on it once I touched down on top of the landing which meant that I came down straight on the middle of my back.

I got straight up but it hurt a lot. My bike was destroyed but just about rideable and I rode like a mad man into 18th place so I didn't need to go in the LCQ. Then in the crazy combined final I rode like a lunatic from a bad start to fourth place MX2 bike. Those finals aren't a very fun race for MX2 riders and I'm pleased that I won't be in MX2 next year if that's the way they're going. For MX1 riders it's a pretty normal race I think.

I was in so much pain after the first race crash and I started antibiotics on Monday so my boil would go away. We flew to Thailand and I rested up all week – only doing sessions on the cross trainer in the gym as it's quite a friendly, low impact style of training. But I was quite worried as my ribs and chest hurt too.

Thailand went a lot better but on paper the results

look terrible which I'm embarrassed about. First practice I wasn't sure if I could ride through the pain of my back but with some heat rub on it soon loosened up a bit and I managed to qualify third. The track was sick but over watered as usual then it rained mad for 15 minutes so on Saturday it was so one lined.

My back and ribs felt good Sunday and I was feeling good. In the first race I was running a strong third then my back brake failed after a stone jammed in it just before the huge Paulin leap. I hit it way too fast and it sent me way up in the air and crashing down hard. It hurt but I got up and cracked on with a broken throttle which was sticking, circulating in ninth. On the last lap the throttle cable snapped and I DNFed. I was upset and hotter than the sun but luckily Jody Smyth was there to push my bike back to the pits.

My second race was the combined final and I was getting in my groove and passing some people early on then jumped a little to far to the right over a big jump. I was still on the track but they had watered this part a lot and the front just went away and I had another big crash. Beat up I slowly got on my bike which was clutchless and carried on circulating – eventually following the top MX2 riders and keeping pace with a couple who were in the top five. I was so upset...

When we made it home Tony Marshal – who is one of my best friends and has been for a long time – came over as he was worried about me. The legend even brought Jeff over too who I haven't seen properly since Christmas. It was nice and I slowly came round a bit. It's times like that where the people who mean a lot to you always come through – even the odd text or message from people meant a lot.

After a lot of physio and clicking and cracking on my back I had a Dutch race the following weekend. I still had a lot of pain in my ribs and chest and the osteopath said this type of injury can cause a lung infection if not treated right so I rode at 85 per cent in the race as the track was real deep sand and a little wet so there were crashes everywhere. Second race I loosened up a bit and got sixth which was surprising as there were eight of the top 10 MX2 guys there.

This last weekend I was feeling a bit better again and got a day riding in the week too amidst all the crazy weather. The track was a bit frozen when we arrived but thawed out after all the Dutchies ripped around with their paddle tyres on.

The field was stacked again too but I got two fourth place finishes which was cool. Both races I was fighting all the way and was in second for most of the second race until I got stuck behind my fallen team-mate and lost a couple of places.

So I'm feeling pretty good right now and even better now I know I'm coming home to race the Lyng British Championship round. I'm looking forward to that and also riding my track a bit if it's not covered in snow! Thanks for reading and I look forward to seeing you soon.

Go hard #45!

*J. Nicholls*



Dixon and Klein Koerkamp compare lengths in Si Racha

## GOLDEN ARCHES!

WHEN FAST FOOD STOPS GET SOMEWHAT FREAKY...

**A**fter a stomach bug sidelined Max Nagl midweek the safest place to eat in Thailand was deemed to be the mobile McDonalds that popped up at the Si Racha circuit and proved a popular haunt with industry folk like Steve Dixon and his boss Laurens Klein Koerkamp. One thing that stood out about the Yamaha bigwig's visit was just how frickin' huge the Dutchman's feet are as they appear to be way bigger than Dixon's and more on par with Ronald McDonald's. Whatever, it's definitely true that if Steve ever replaces Laurens as Yamaha Motor Europe's Racing Manager then he'll sure have some big shoes to fill...



## WONDER WOMAN!

REIGNING WORLD CHAMP KIARA FONTANESI WINS YET AGAIN...

**I**talian sasstress Kiara Fontanesi takes an early lead in the WMX world series by blasting to a pair of superb wins in the soft Valkenswaard sand while Aussie Meghan Rutledge (2-2) and our own Natalie Kane (3-3) round out the podium. Amie Goodlad is the only other British scorer as the accountant from Essex scores a solitary point with 20th in race two while Billie Dunlop, Sophia Paul and Stacey Fisher all fail to scrape points.

## ALL SORTED!

MXGP SCHEDULE FINALLY FINALISED...

**H**eaded into the first couple of GPs there were still a couple of TBAs on Youthstream's calendar. The good news is that they're all filled and the previously unknown dates are this. Round five will now be at Bulgaria's excellent Sevlievo circuit on April 21 while the final round has been confirmed for Lierop on September 8. That's that sorted then...





Jordi Tixier nails the holeshot in Holland



Herlings is simply unstoppable



Cairoli's been beatable but remains to be the man to beat in MX1

# GOLDEN GERT!

KRESTINOV CLAIMS GP WIN #2...

**A**s race seasons go 2013's been a pretty weird one for Gert Krestinov. Bert basically started the year with a sweet Suzuki team ride but he lost that when it all went bump so he set up his own squad with the help of a few friends and then went and kicked ass at the Valkenswaard GP – in the MX3 class – which means the steely-eyed Estonian now leads the world championship. Not bad going for a privateer from Retford. Krestinov claimed the second GP win of his career – t'other came back in

2008 in MX2 – by running 2-1 to edge out local hero Mike Kras who finished second overall after posting a 1-3 scorecard. Joining them on the podium is Czech racer Filip Neugebauer (3-2).

There wasn't much else for the Brit fans to shout about in the MX3 division although Matt Moffatt scored a solid 11th in moto one beating reigning champ Mattias Walkner in the process. Moff's second race wasn't quite so stellar although he overcame an early problem to power through the pack from last to 23rd at the chequers.

# ORANGE CRUSH!

KTM RIDERS KICK BUTT IN OPENING THREE GRANDS PRIX...

Photos by Ray Archer

**T**hree rounds in and we've seen some very strange things in the GPs so far – floodlit races, mixed-capacity super finals, camels at the racetrack, Ronald McDonald selling his wares trackside and so on and so forth. But as much as things have changed the results are pretty much the same as KTM factory stars Tony Cairoli and Jeffrey Herlings continue to dominate.

Under the floodlights of Qatar – that actually ain't all that bright – it's Clement Desalle who draws first blood taking the overall with a 1-2 scorecard while Cairoli only manages to go 3-1 after getting a duff start in the first moto.

Thailand's next and Cairoli dominates taking a double win as Desalle does what he normally does when he runs the red plate and fails to shine. With Desalle going 3-3 it's Gautier Paulin who claims the runner-up spot with a 4-2 scorecard.

It's back to Europe for round three and a freezing Eurocircuit at Valkenswaard which is much smoother than normal mostly thanks to its semi frozen surface. The icy nature of the track works into Cairoli's favour as his

KTM team-mate big Ken De Dycker hits an ice patch and crashes after moving into the lead of race one which more or less gifts the Italian another win. Keeno makes amends for that mistake by winning race two in convincing fashion but Cairoli claims the overall with his 1-2 outscoring De Dycker's 3-1 and Evgeny Bobryshev's 2-4.

For the Brits in MX1 it's a so-so start. Tommy Searle runs well in Qatar and Thailand but struggles to find his mojo in Holland and currently sits joint sixth in the standings with Bobryshev. Shaun Simpson starts strong under the floodlights but is hampered with no scores in both Thailand and Holland. The TM factory rider's string of 8-14-dnf-15-12-dnf scores currently places him 16th.

Other Brits on the boards are Nathan Watson in 21st after a strong showing in Valkenswaard, STR stand-in Jamie Law who's 25th and MVR-D Honda's Jason Dougan who's tied on points with the Cumbrian KTM star.

In MX2 it's all about Jeffrey Herlings and three rounds in the Dutchman is yet to drop a point and perhaps even more amazingly sits on a 49 point lead in the championship – that's almost a whole

GP-load of points! Behind the flying Dutchman a heap of inconsistency has allowed him to slip away and if he keeps on keeping he'll probably already be champion by the time the GP circus hits Matterley.

Currently second best his Jeffrey's team-mate Jordi Tixier whose stand out ride of the year was without all doubt in Valkenswaard where he ran 2-2 while steady rides in Qatar (7-5) and Si Racha (6-9) are enough to place him best of the rest.

Romain Febvre must be ruing his self induced Dutch GP DNF which saw him crash four times before giving it up as a bad job. Before that his average score per moto had been 20.5 but a zero and then 16 points for fifth in Valkenswaard's second heat place him third in the standings sandwiched between Tixier and Glenn Coldenhoff who has a handy 23 point advantage over fifth placed Jose Butron.

Max Anstie's run of dnf-9-3-16-3-6 puts him sixth in the MX2 standings while Jake Nicholls breaks into the top 10 courtesy of a stellar third overall in Holland following two disasters overseas – big crashes, an infection and a back injury are to blame for

those. Mel Pocock sits 11th in the season standings – his best moto results being ninths in Qatar and Holland. The ginger ninja's been solid all year though and is sure to keep on improving.

British MX2 champion Elliott Banks-Browne's been having his usual sort of luck and after a solid start in Qatar suffered three no scores on the trot before picking up a season best of seventh in Valkenswaard's second points-payer – a race that also saw HM Plant KTM UK team-mate James Dunn take his first point of the year.

## SERIES STANDINGS

### MX1

1	Tony Cairoli	142
2	Clement Desalle	116
3	Ken de Dycker	115
4	Gautier Paulin	108
5	Kevin Stribos	89

### MX2

1	Jeffrey Herlings	150
2	Jordi Tixier	101
3	Romain Febvre	98
4	Glenn Coldenhoff	97
5	Jose Butron	74





With 250s, 350s and 450s all on the track at the same time it's fair to say the RBPNS are a diverse affair

Nico Aubin wants to defend his MX1 title at all costs



# GO PRO!

**THE PRO NATS KICK OFF IN CORNWALL THIS MONTH – MAKE SURE YOU'RE THERE HOMIES...**

**T**he revamped Red Bull Pro Nationals kick off later this month and for the first time ever there'll be pro race action on both days of all seven rounds in this year's series.

The word from the E22 Sports PR crew is that each and every Saturday will see the pro guys taking in a single points paying 20-minute plus two lap race while Sundays will see the standard two 25-minute plus two lap motos.

Alongside the three mixed-capacity pro races will be the usual amount of Elite Youth Cup and Two-Stroke championship action which all adds up to 29 championship motos per weekend. On top of that there's all the usual Pro Nationals shizzle like FMX demos, the Motocross Experience (which offers newcomers to the sport the opportunity to try MX with bikes, safety kit and expert tuition all included), bouncy castles, balance bikes and even appearances from

TV favourites like Peppa Pig and Fireman Sam.

As well as announcing the additional race for the pro guys the RBPNS team have finally finalised their dates and venues n'all. The series kicks off at Landrake before heading to Weston-super-Mare for a motocross race on the beach for round two. Then the championship hits Culham for the first of two visits and then takes in that old favourite Whitby before popping by Pro Nationals perennials Canada Heights and Hawkstone Park. The championship then closes at Culham which will run in the reverse direction to round three – it should be sensational!

In the MX1 class reigning champ Nicolas Aubin will be back on the Buildbase Honda to try and defend his title although he won't have it all that easy as two-time world champ Steve Ramon, Brad Anderson, Kristian Whatley, Alfie Smith, Bert Krestinov, Dorren Coutts and Ned Parker will all

be right in the mix.

In MX2 we're expecting a fascinating battle as defending champ Neville Bradshaw will have his hands full with gnarly veterans Bryan MacKenzie, Stephen Sword and Martin Barr as well as the young guns – Steven Lenoir, Nathan and Ben Watson and Graeme Irwin. Then there's Matt Moffatt who'll have the advantage of running a 250cc two-stroke in amongst the 250cc four-strokes which is within the rules at MCF events. Moff made the podium twice on the smoker in 2012 before a leg injury ended his season early but on current form has to be considered a threat to the front runners in the MX2 division.

To see who'll take the early advantage in this year's championship – and if any of the MX2 boys can finally beat the MX1 riders – there's only one place to be on April 20/21 and that's Landrake Moto Parc. The awesome hardpack circuit – that winds through a

valley and features plenty of natural and man made hazards – is situated just seconds from the A38 on t'other side of the Tamar Bridge (unless you're a Cornish Pixie). The post code for all you Sat Navvers is **PL12 5EP** and as always the event will be AA signposted.

For more information on the RBPNS visit [www.redbullpronationals.com](http://www.redbullpronationals.com).

## HOT DATES!

**2013 RED BULL PRO NATIONALS**

**April 20/21** Landrake Moto Parc, Cornwall

**May 18/19** Weston-super-Mare, Somerset

**June 29/30** Culham Park, Oxfordshire

**July 20/21** Whitby, North Yorkshire

**August 3/4** Canada Heights, Kent

**August 31/September 1** Hawkstone Park, Shropshire

**September 21/22** Culham Park, Oxfordshire



# MAXXIS MELTDOWN!

## SLOW AND STICKY START TO BRIT MX SERIES...

It should have been an epic start to the UK's premier motocross championship with an opening round at FatCat Motoparc followed closely by the second at Canada Heights but a freak weather front wreaks havoc with proceedings and turns the opener into a sludgifest and leaves the Sidcup club no option but to call off round two!

If round one had been scheduled for anywhere other than FatCat we'd definitely be two rounds down right now as without the acres of hard standing pits there's not a chance in hell any trucks would've got anywhere near the sandy race track. As it is the event promoters take a financial kicking as a lower than expected crowds brave the weather to come and see the action in arctic conditions.

With track conditions so bad after overnight rain the ACU have no option but to revert to a 'Wet Race' schedule that sees just two motos each for the MX1 and MX2 boys and a single sprint for the MX2 contenders. The shortened format doesn't bother MX1 wildcard Tommy Searle who dominates the fo-fiddy division all day. Tommy even finds time to pit for fresh goggles on his way to victory in race one and then laps up to fifth in race two.

Second on the podium is STR KTM's new boy Jonathan Barragan who better's MBO Yamaha's Kristian Whatley, Tanel Leok, Steve Ramon and Nico Aubin home and is virtual leader of the MX1 class championship with Tommy not expected to race in the UK again all year other than at the Matterley Basin GP in August.

In MX2 Elliot Banks-Browne starts his title defence in the best way possible by taking the overall win ahead of Steven Lenoir and Graham Irwin. EBB wins race one and finishes second behind wildcard Mel Pocock in race two to take a 10 point lead into the next round of the championship that should take place on April 7 at Lyng weather permitting.

## SERIES STANDINGS

### MX1

1	Tommy Searle	74
2	Jonathan Barragan	63
3	Kristian Whatley	57
4	Tanel Leok	55
5	Steve Ramon	40

### MX2

1	Elliott Banks-Browne	70
2	Steven Lenoir	60
3	Graeme Irwin	52
4	Nathan Watson	45
5	Neville Bradshaw	45



EBB leads MX2 headed into Lyng

## GIRLS ALLOWED!

### ACU BRING BACK LADIES CHAMPIONSHIP FOR FOXHILL...

After being bullied into it by the UK's leading female racer Natalie Kane the ACU have announced a one round championship for the ladies will return this summer. The UK's leading ladies are set to race at the Foxhill round of the Maxxis on June 2 and will have two 18-minute plus one lap motos to find a champion. In all fairness the UK women's scene has never been so strong and if all the racers eligible turn out then it should make for a great sideshow to the Maxxis championship action.



## IRN-BRY

## HAPPY SHOPPER!

DESPITE THE COLD AND A NIGGLING KNEE INJURY IRN BRY'S STILL MANAGING TO PUT A SH\*T EATING GRIN ON HIS CHOPS...

Words by Bryan MacKenzie Photo by Suttu

Man it was all going so well and I dunno what happened. I started off the season with two overall wins in two weekends racing at home in the Scottish championships and I was feeling good, the bike was good, everything was good.

Then we went to the British Masters at Preston Docks and somehow I managed to jack my knee in practice. It was strange – I never dabbled my foot and it never snagged on anything and I never crashed or anything. I was just backing the bike into a corner – supermoto style – minding my own business and gliding my foot across the ground for a bit of stability when it just 'popped'. If the motor wasn't running I swear I would've heard it go off like a gun shot.

Instantly it was as sore as a motherfuc'er and straight away it felt like it was bleeding. I had to pull up in my qualifying lap and nurse it back. I struggled for the rest of the day too but luckily still managed to have a pretty successful couple of races and took away the overall again. But I was devastated to have caused myself a mischief and only a weekend before the first Maxxis round at none other than my favourite FatCat. Bollocks! Like I need any help to have a sh'te day there.

I wasn't able to ride or train all week prior but I was still trying to be optimistic. In the first moto I'm sure there was a sniper in the crowd as five laps in I dabbled my foot and it felt like I had just got shot. After that I rapidly limped the wrong way through the pack back to 13th. Race two the conditions were a complete write off and I got sideswiped through the first turn resulting in a full pike-double front flip dive into a shallow puddle that may have looked like an audition to get on Tom Daley's Splash. It wasn't rain water either as it was put there by a heavy snow shower so was fuc'ing freezing!

It's not something you take into consideration when you think about a mud race but under any other circumstances if you were to dive into an ice puddle in the middle of a field during the coldest March since the last one that was colder you'd know all about it. I got up and was absolutely freezing and my hands were working in slow motion like when you're outside on a cold day trying to text and your thumbs just won't move fast enough – that was me.

To make it worse I had to toss my gloves and goggles off before I had even got back to my bike and upon being reunited with my little beaut I found someone still parked in her back door and with my back brake master cylinder like a spokey-dokey! Cheers mate. Anyway it's all a bit early for DNFs so I mounted up and thought I'd have a crack at it

regardless and only a few laps in I lost my front brake too but this time due to all the water and mud pushing open the pads. I promise you that after that and for just under 20 minutes I never touched a brake one single time.

It was sooooo bloody wet that there wasn't a very high speed anyway and if I really needed to slow down that much I could've just slung my foot into the rear wheel like a BMX. I might have even developed a new technique of riding in those 17-or-so minutes and I'm pretty sure I seen a marshal wrestling a gator one lap in the lake that had now grown across the track in-between the finish line jump and the following single. Surprisingly I managed to score a 16th so that was a bit of a saviour in the grand scale of things...

I spent the following week doing my best to get my knee fixed and that starts with trying to get it looked at first. After a few consultations I took a ride in a picture machine where they took images of my knee from every angle but I'm still awaiting the results. I was kinda glad that Canada Heights was cancelled for the following weekend to give me some time to get all this figured out and hopefully get back to where I was at before my injury.

To help take my mind off the disappointment though and lightening the mood the guys in the team continue to have a good time with each other. You have to be pretty thick skinned to be on our team and the start of this year has been no exception. Each of the guys are pretty witty dudes and don't mind a laugh so it's pretty much a constant slugging getting dished out to one another full time. Surprisingly a real good rippin' is a decent foundation for a good team morale and relaxez-vous atmosphere – who'da thunk it!

The new thing the team gaffer big Mark and I are into is disappointing people when we stop at a servo. I often ride shotgun to stay up with him while he's driving the truck to and from the races and the RS is a real guzzler requiring a few fuel stops en route. I normally jump into the shop with him when it's time to pay and we ask – because we're polite like that – if anyone wants anything while we're in and we always get the standard answer from at least someone – "aye get me something, anything". So we'll scour around the shop to find the shi'test stuff we can and hand them over after we've left just for the craic. Last week we bought someone some Bass shandy and a Spar's own brand diet cola – it's a classic and never gets old. Try it...

*[Handwritten signature and "#121"]*





# KING McCANNEY!

DANNY, CHAMPION OF THE WORLD...

**B**ritish trio of David Knight (Honda), Jonny Walker (KTM) and Danny McCann (Gas Gas) rose to the occasion during the 2013 SuperEnduro World Championship and bagged an impressive string of results. The icing on the cake was McCann wrapping up the SuperEnduro Junior world title at the final round of the series in Tours, France.

Entering Tours with a 12-point lead McCann wasn't assured of the title by any means and faced a tough challenge from rivals Pawel Szymkowski (KTM) and Giacomo Redondi (KTM) – with the latter taking a double win in France. But despite numerous crashes throughout the two finals, McCann managed to contain his nerves to become world champion.

"With the championship up for grabs I was so nervous coming into this race," told McCann. "I knew I didn't need to win but I still had to finish in the top three. In the first final I somehow came back from a couple of crashes to place second."

"For the reversed start order from Final #2 I ended lap one in second. For a split second I lost concentration and ended up on the deck. I thought it was lost there and then but managed to pass two guys on the final lap to win the title. It's been a crazy night but it's awesome to be the champion."

In the senior ranks Taddy Blazusiak (KTM) capitalised on his 29-point championship lead to clinch the title claiming his fourth consecutive SuperEnduro crown. But with only one-point separating Knight and Walker for the runner-up result there was a lot to be decided between the British duo.

Gaining the upper hand, Knight secured a 2-4-1 scorecard to Walker's 3-7-2 results to confirm his position as runner-up to Blazusiak. Disappointed not to have fared better on the night Walker ended the short three-round championship third overall.

## JONTY'S BOX

### TORTOISE AND THE HARE!

WHY SLOW AND STEADY IS WINNING THE RACE...

Words and photo by Jonty Edmunds

**I**t's often said that less is more... but giving anything less than 100 per cent when you're trying all you can to win certainly isn't easy. And why the hell would you want to give anything less than all you have – surely a winning result isn't going to come your way unless you're on the limit everywhere, right?

If there was one thing the opening two rounds of the Enduro World Championship showed it's that this year, more so than arguably any other, riders in all classes are pushing harder than ever to win. Be it Antoine Meo, Juha Salminen and Matti Seistola scrapping to the podium positions in E1 or the likes of Joakim Ljunggren and Aigar Leok doing all they can to keep Christophe Nambotin honest in E3, going absolutely all out to win seems to be the norm in the EWC this year.

How do we know that riders are pushing harder than ever? Because more riders are making mistakes. Even the most experienced of riders are falling, stalling and failing to keep things upright for a full day.

But there's one rider that hasn't made too many mistakes so far this year – Alex Salvini who is surprise leader of the Enduro 2 World Championship. And Alex has the rest of the Enduro 2 class worried. Needing a day to settle into the new EWC season – a day in which he too made some costly mistakes – since then the Italian has kept his cool and lead the way.

Alex has delivered three highly impressive winning results. He's not trounced his opposition on all occasions but has come out on top when under pressure from the likes of defending E2 champion Pela Renet, KTM team-mates Johnny Aubert and Ivan Cervantes and David Knight. So far he's not cracked, not shown any signs of slipping up.

The fact that Alex, on occasions, has

seemingly been trail riding his way around special tests is both a sign of a rider on form and one completely comfortable in what he is doing. Knowing that pushing too hard always results in slower special test times Alex has held his nerve and not once crossed the line and started over-riding his 450 Honda.

For those trying to beat him – Renet, Aubert, Cervantes and Knight – Salvini's new found ability to keep calm and stay fast has been more than a little infuriating. Well aware that they must also stay relaxed in order to match his pace that's something all have found easier said than done so far.

Alex is doing what all riders want to be able to do – control a race. Mistake free on the opening lap on each of the three days he's won so far, once in the lead he's so far stayed there. Not pushing too hard, not making costly mistakes, Alex has seemingly forced some of the best in the business to either make their own mistakes or push too hard in the hope of catching him.

Those trying to beat him know that they can ill afford to push too hard but so far that's exactly what several have done. Pela Renet – one of the smoothest riders in the E2 class – crashed in Argentina and between them Aubert, Cervantes and Knight haven't figured out how to beat Salvini... yet. But they sure as hell won't be giving up without a fight.

All are sure that things will be different once back in Europe. And all are well aware that allowing Alex any kind of an advantage will be costly. Riding smooth, hard and fast is the answer to beating Salvini. But saying is easier than doing which means the GP of Spain is going to be well worth keeping an eye on!

*Jonty*

Danny McCann celebrates becoming a world champion!





Ivan Cervantes needs to pick up the pace



## AYE CARUMBA!

### ISDE OFF TO ARGENTINA?

It's not officially confirmed that next year's ISDE will take place in Argentina but it's almost certain that it will.

Organisers of the recent EWC event in Argentina all but confirmed that the event would be taking place in South America next year – as it's been suggested for 12 months or more – and that it would most likely be run in San Juan – home of Argentina's world championship race in 2011 and 2012.

One problem facing the organisers is the shortage of hotels. "We have a great working relationship with the people in San Juan, and we know that there is some amazing terrain close to the city. But there aren't too many hotels, so space will be tight," commented the event's press officer.

An official announcement on the 2014 ISDE is expected soon, at the latest during this year's event in Sardinia.



Christophe Nambotin leads the way in E2

# OPENING TIME!

## THE EWC KICKS OFF IN SOUTH AMERICA...

The opening two rounds of the Enduro World Championship successfully got underway with the GP of Chile and the GP of Argentina in South America. Following a lengthy four-month winter break since the final round of the 2012 series in France the eagerly awaited new season began in Talca, Chile before moving on to round two in San Juan, Argentina just one week later.

In the Enduro 1 class defending champion Antoine Meo (KTM) faced a serious challenge to his crown with Husqvarna's Juha Salminen – the 2011 E1 champ – returning to the quarter litre category for 2013. But in South America, Meo got his title defence off to a perfect start by claiming four wins from four starts despite numerous mistakes.

Although hoping to leave South America with at least one win to his credit, Salminen came close but not close enough. Ending day one in Chile in second place the Finn made numerous errors on day two and slipped back to fifth. With the conditions in Argentina more to his liking, Salminen looked stronger.

Leading early on day one the eight time champ was favourite to win until he caught some track tape in his rear brake and slipped back to second place behind Meo. Matching the Frenchman's

pace on day two, Salminen was unable to better Meo's time in the final enduro test and placed second. Husqvarna's Matti Seistola recorded a 3-4-3-3 scorecard to end his South American trip third overall in E1.

Italy's Alex Salvini (Honda) left South America as the big winner of the Enduro 2 class. Ending day one in Chile in third place, the Italian picked up his debut EWC win on day two. With confidence booming, Salvini was quick to prove his win was no fluke and promptly recorded a double win in Argentina – ending the opening two rounds as the surprise championship leader.

Starting the defence of his E2 title with a win on day one was exactly what Pela Renet (Husaberg) wanted. But with Salvini raising his game, Renet only finished fourth on day two. One week later he fought back on day one but had to be content with second. Attacking again on day two, the Frenchman made an uncharacteristic crash on the enduro test and slipped back to place third but still held on to his second position in the championship standings.

Proving his return to KTM was the right one Spain's Ivan Cervantes consistently placed inside the top four spots to return to Europe third overall. David Knight (Honda) holds fifth behind KTM's Johnny Aubert. Despite failing to place any higher than fifth in the

extremely competitive E2 class, the Manxman capable of a podium result once the series returns to Europe.

KTM's Christophe Nambotin ended round two of the series as the Enduro 3 championship leader. Runner-up to Joakim Ljunggren (Husaberg) on day one in Chile due to numerous crashes, the Frenchman bounced back to claim two day wins. But while looking assured of winning day two in Argentina, Nambotin's KTM stopped on the penultimate special test pushing him back to fourth place.

Benefiting from Nambotin's mistakes, Ljunggren grabbed the race win on day one. Staying consistent during the three remaining days, the Swede sits second overall in the championship and is only three points behind Nambotin. Claiming the win on day two in Argentina, Aigar Leok (TM) is just 10 points adrift of Ljunggren in third position.

In the Enduro Junior class, Italy's Giacomo Redondi – the double winner in Chile – maintains a three-point lead over Australia's Matt Phillips (Husqvarna). Yet to secure a win, Gas Gas' Danny McCanney is third.

Securing a double win in Argentina, Husaberg's Jamie McCanney is the Enduro Youth Cup championship leader.

The EWC returns to action with the GP of Spain in Puerto Lumberras on May 11/12.



## SMALL CHANGE!

### BEC DATES SHUFFLED...

The British Enduro Championship schedule has been changed following the cancellation of what was due to be the second round of the series – the Longleat Enduro planned for April 13/14. Also, the final round of the series has been moved due to an initial clash with the SuperEnduro opener in Liverpool. Now taking place one week later than originally scheduled the Muntjac Enduro will now run on November 24th.



# TRUCKING ALONG!

THE AMA SX SERIES THUNDERS ON LIKE A JUGGERNAUT  
ALTHOUGH THERE'S ACTUALLY AN RV OUT FRONT...

**W**ith the series hitting the home stretch (that's a baseball term – baseball is like cricket except they use a round bat and steroids), the 450SX class has finally found its level. And that level is named Ryan Villopoto.

Villopoto was the first racer to win more than one race and then Davi Millsaps also won a second race at San Diego. Then Villopoto became the first racer to win three races. Then came St. Louis. James Stewart led the race early on in St. Louis but the race was red-flagged for a crash. After the restart, Villopoto was pressuring Stewart and made what looked like an illegal pass on Stewart for the lead, passing Stewart during the red-cross flags. Upon further review, the AMA felt that it was too close to call, and they left things as they were with Villopoto taking the win over Stewart and Chad Reed.

Wil Hahn won his second 250SX main in a row leading every lap while Dean Wilson came from way behind to claim second ahead of Blake Wharton.

Then came Daytona and Villopoto was flat-out dominant passing his way by Justin Barcia and Ken Roczen to take the win going away to take his second win in a row. Notably, though, series leader Davi Millsaps had an early fall and could only muster 10th place which gave Villopoto the points lead for the first time this season. Ryan Dungey came through for second over Barcia while Roczen faded to seventh.

Former world champion Marvin Musquin led every lap of the 250SX main event to take his first-ever victory in AMA Pro racing while Dean Wilson suffered arm-pump and faded from second to fourth behind runner-up Hahn and Jeremy Martin.

In Indianapolis the stage was set for a battle royal out front in the 450SX main as James Stewart took

the holeshot and Villopoto worked his way by Millsaps and into second after about five laps. Just as Villopoto started to give chase to Stewart, Stewart stalled and fell over in an off-camber handing the lead to Villopoto. Then, Villopoto had his hands full with Dungey who came around Millsaps and was giving Villopoto everything he had for the duration of the race.

However, Villopoto never put a wheel wrong and Dungey never had an opportunity to make a pass. Villopoto scored his third win in a row over Dungey, and Millsaps fell over while running third on the final lap handing that spot to Stewart. Millsaps finished fourth.

Wharton led the entire 250SX main event and was well clear of Musquin in second on the last lap when he fell in the whoops handing the lead to the double world champ. Wharton then got up and cut a significant portion of the track so although he managed to finish fifth he was scored in ninth. Kyle Peters finished second ahead of points leader Hahn.

North of the border in Toronto, Villopoto started third behind Chad Reed and Davi Millsaps. Millsaps got by Reed for the lead and Villopoto followed. It took Villopoto more than half of the race to find a way by Millsaps but he finally did with eight laps to go with an aggressive inside block pass after the finish line jump. Villopoto hung on for the win over Millsaps and Dungey while Reed finished fourth. It was Villopoto's fourth win in a row, and seventh of the series and he extended his points lead to 12 over Millsaps heading into the off-weekend.

In the 250SX class Musquin grabbed the early lead again and ran away with the main event over title rival Hahn. It was Musquin's third win in a row and now puts him only six points behind Hahn.

## SERIES STANDINGS

### 450SX

1	Ryan Villopoto	252
2	Davi Millsaps	240
3	Ryan Dungey	230
4	Chad Reed	196
5	Justin Barcia	184

### 250SX WEST

1	Ken Roczen	138
2	Eli Tomac	121
3	Cole Seely	95
4	Jason Anderson	88
5	Kyle Cunningham	83

### 250SX EAST

1	Wil Hahn	134
2	Marvin Musquin	128
3	Blake Wharton	108
4	Dean Wilson	87
5	Vince Friese	81

**RV takes a 12 point lead  
into the final stretch**



## INJURIES OF THE RICH AND FAMOUS...



### ZACH BELL

It seemed like it was just a matter of time with the way things were going for Zach Bell but after seeming to be invincible at the first few rounds of the 250SX East series Bell finally got injured in Toronto. Bell went down after the whoops and landed on the face of a small jump. When he got up he started his bike but couldn't get another lap in before he pulled off. "My shoulder just kept falling out," he said at the airport the next morning. "I was told it's a second degree separation so hopefully I can be back by Hangtown or maybe even earlier." Bell's departure leaves series leader Wil Hahn as the only guy on the 250SX East for the GEICO Honda team.



### JUSTIN HILL

Justin Hill was having the best race of his young supercross career in Toronto. He had just given Marvin Musquin – the winner of the two previous supercross rounds – all he could handle in their heat race, finishing second, and then he got a good start in the main event and was up near the front. However, supercross is a cruel sport. Before the second turn in the main event Gavin Faith landed on Hill and shredded him. Hill got up, slowly and early reports say he has a fractured wrist to go along with a good amount of burns and bruises from the crash. This leaves the Monster Energy/Pro Circuit Kawasaki team riderless in the 250SX East division.



### TREY CANARD

Trey Canard has been pretty frustrated for much of the year. He started out the season nearly winning at Anaheim 1 and was up on the box or near it quite a bit in the first few rounds but he's been struggling with set up issues since then. It sounds like they're basically the same set up issues Reed has had with the Showa Air Forks. "They just don't give you the feedback you want," Reed said a few weeks ago.

Canard was fighting it out near the front of the Indianapolis main event and when he scrubbed over the finish-line jump he realized his teammate Justin Barcia had moved to the inside of him. Canard was startled and pulled back on his scrub causing him to land awkwardly and go down really hard.



Although he got up and walked off he had enough of a concussion that he couldn't ride during the week so he sat out Toronto which is followed by the only weekend off of the series. That should give him plenty of time to get things back together.



#### CHAD REED

If things were going really well for Chad Reed chances are he wouldn't be sitting out any rounds of the AMA Supercross series with his injury but they aren't. Reed has torn meniscus in his knee and it's painful. While his knee still works properly most of the time, he's using the single weekend off in the series to get arthroscopic surgery on the knee and snip out some of that torn cartilage. The official word is that Reed will miss "hopefully only one round" but don't be surprised for him to miss even more so that he can get prepared for the outdoor series. This championship is over for him one way or the other but the outdoor series is a fresh opportunity for a championship. And since he gave up on the Showa Air Forks and went back to the set up that he used in 2011 and 2012 he feels like he has a real shot at the outdoor title.



#### DEAN WILSON

Things started out really promising for Dean Wilson in the 250SX East. He won round one but couldn't seem to get out of his own way at the next couple of rounds. Then, in Indianapolis, he went down after landing on a Tuff Block and crashing really hard. He got up and rode back to the pits but then saw the Asterisk doctors before being transported to the local hospital for fear that he had some major injuries. The doctors at the hospital initially reported he had a collapsed lung, broken shoulder, broken back and a partially collapsed lung. Eventually, though, the doctors sorted it out and figured out that he had a broken rib and partially collapsed lung. Without the broken back and shoulder, it's entirely possible that Wilson could be back in time for Hangtown but it's not a guarantee.



#### BLAKE BAGGETT

We ran into Blake Baggett at Daytona and he was in good spirits as he showed off his wrist which was still a mess. He had very little movement in it and it looked downright puny next to his good one. As of right now it looks like he may not be ready in time to put together a title defence for his 250cc National Championship although there are still almost two months until Hangtown so it's not impossible he'll be back and ready to race.



## AMERICAN IDIOT

### TIME TO SHINE!

IT'S LOOKING LIKE ADAM CIANCARULO'S READY TO SACK OFF THE AMATEURS AND TURN PRO...

Words and photo by Steve Cox

For the longest time James Stewart and Mike Alessi were tied atop the 'most Loretta Lynn's Amateur National MX Championships' list with 11 each. Last year, Adam Cianciarulo tied them with his 11th title and he hadn't even raced a big bike at Loretta's yet. And he may not get the opportunity.

His new team – Monster Energy/Pro Circuit Kawasaki team – is weighing the options to have Cianciarulo race the 250cc Nationals starting at Hangtown.

For quite a while Cianciarulo has been simply waiting to weigh enough to race big bikes. This sounds like a joke but it's actually true. Working with his future race team Cianciarulo was told by Pro Circuit's suspension guru Bones Bacon that he had to weigh at least 125 pounds to race a 250F effectively. Well, about six months ago Cianciarulo finally surpassed that milestone which is why he raced a 250F at the Monster Energy Cup in the 250 A Invitational class.

Before you say that even 125 pounds is too light to race in the 250 Pro class at the Nationals the reigning 250cc National Champion Blake Baggett weighs 129 pounds...

All he has to do is win one championship at Loretta Lynn's this summer to hold that record all on his own but ultimately that's not his goal. His goal is to win in the pro ranks. If he races Loretta's he'll still be able to race the last four AMA Nationals or so like Zach Bell did in 2012 for the GEICO Honda team. And Bell is a good example for Cianciarulo as Bell is also kind of a small dude.

Bell had a bit of trouble keeping off the ground in the Nationals last year and that has carried over into Supercross in 2013. Could it be the pace? Could it be issues of physical strength? It's hard to say. But the reality is that the overwhelming majority of motocross fans don't care who has won the most Amateur National Championships. Alessi is a great example, as he hasn't won any titles in the pros. The guys he used to beat up on in the Amateur

ranks are both battling for the 450cc Supercross Championship right now – Davi Millsaps and Ryan Villopoto. Does anyone still talk about Alessi's number of amateur titles? Not really.

And I think Cianciarulo knows this. It's really a matter of being prepared for a run at some professional championships. And I think the smart thing to do is to give up on the idea of becoming the most successful amateur racer in history and go ahead and get his feet wet in the AMA Nationals.

A few racers have started out their professional or AMA careers at round one of the Nationals. For example, Tyla Rattray did that a few years ago, with the idea that he would get to know the competition, the bike and the pace before making his supercross debut the following year. Also, Eli Tomac started out at Hangtown a few years ago and it has worked out pretty well for him.

Truth be told he may not have much of a choice. Right now, Cianciarulo's Pro Circuit teammates Dean Wilson, Blake Baggett, Darryn Durham and Justin Hill are all injured. Wilson suffered a plethora of injuries in his crash in Indianapolis and Justin Hill got landed on by Gavin Faith off the start of the 250cc main in Toronto, and has an injured wrist. Durham hasn't gotten clearance to ride yet from his injuries that kept him from racing supercross this year. And defending outdoor champ Blake Baggett seems to be a pretty long way away from racing again himself. That pretty much leaves Martin Davalos and Tyla Rattray so Cianciarulo may be getting called up just because of that.

It would probably be better for Cianciarulo to stay a little under the radar during his first professional series and that would be easier if his team-mates were healthy but one way or the other he's going to have to debut sometime. What better place than Hangtown? And what better time than May 18?







Nathan Watson gets ready to stick it up the inside of Nez Parker

# MASTER CLASS!

**NATHAN WATSON TEACHES 'EM A LESSON THEY WON'T FORGET AT THE BRITISH MASTERS SEASON OPENER...**

**T**he 2013 Wulfsport British Masters kicks off at Preston Docks in fine style with Nathan Watson winning three out of four pro class motos to bag himself nearly £1600.

Watson takes a stunning double victory in the MX1 class on his 250F and goes 1-6 in MX2 after hitting the gate and starting dead last in race two. Amazingly he still manages to bag third overall in the small bore division behind eventual winner Bryan MacKenzie (2-2)

and Neville Bradshaw (5-1). Joining Nathan on the podium in the 450 class are local lad Nathan Parker (4-2) and Estonian privateer Gert Krestinov (3-3).

Confusingly the Amateur MX1 class is won by Maxxis contender Daniel Hutchinson who unsurprisingly takes all four Amateur MX1 wins as well as sixth overall in the MX1 Pro class. Cory Nemeth takes second overall with lucky Luke Megadef\* in third. Richard Cannings takes the MX2 win ahead of Zac Stealey and Adam Wells.

In the Pirelli challenge Shaun Scrivens takes the MX1 win over Jason Kendrick and Daniel Chapman while regular Maxxis reserve Bradley Wheeler takes the MX2 division ahead of Ryan King and Steve Turvey.

The second round of the Wulfsport British Masters takes place at Foxhill – aka Wulf Mountains – on **April 27/28**. For more information on the British Masters championship log on to their official website which you can find at [www.britishmastersmx.com](http://www.britishmastersmx.com).



## SERIES STANDINGS

### PRO MX1

1	Nathan Watson	100
2	Nathan Parker	90
3	Gert Krestinov	90

### PRO MX2

1	Bryan MacKenzie	94
2	Neville Bradshaw	91
3	Nathan Watson	89

### AMATEUR MX1

1	Daniel Hutchinson	200
2	Cory Joe Nemeth	172
3	Luke Meredith	170

### AMATEUR MX2

1	Richard Cannings	197
2	Zac Stealey	183
3	Adam Wells	174

### PIRELLI MX1

1	Shaun Scrivens	195
2	Jason Kendrick	187
3	Daniel Chapman	182

### PIRELLI MX2

1	Bradley Wheeler	200
2	Ryan King	186
3	Steve Turvey	178



Michael Reynolds steers his KTM through the Dunkerque sand

## IMBALIEVABLE!

**SANDY SERIES START SPELLS TOUGH TIMES FOR BRIT BATTLERS...**

**W**ith the IMBA European MX1 championship kicking off in the deep sand of Dunkerque the British team always knew they'd be in for a tough time. While the Brit boys did their best it was the lowlanders who dominated with Belgium's Jelle Grade best of the lot running 1-1-6 to take the overall on his Suzuki. Fellow waffle eater Wietse Brackman was second overall with a 3-3-1 while Dutchman Jeroen de Groot

was third courtesy of a fairly consistent 2-2-5 scorecard.

Best of the Brits meanwhile was Leylander Lewis Belfield who finished in 13th place overall – one spot ahead of Lee Dunham who struggled with an overheating bike in the power sapping sand. A gaggle of Brits follow in 17th, 18th and 19th as Shaun Pearce, Clinton Barrs and Luke Merrydiffe\* claimed those spots while Michael Reynolds took 23rd overall on his Eurotek KTM.

\*yeah we know it's Meredith really...



# SCOTT BLOCKED!

AMATEUR NATIONALS OPENER  
RAINED OFF...

The opening round of the Scott Amateur Nationals had been scheduled to run at FatCat Motoparc a week after the Maxxis British Championship season opener but with the track too wet to work on the organisers had no option but to call the Scott Nationals opener off. The event at FatCat has been rescheduled for **June 8/9** which means that the series now starts at Condoval on **April 14** before continuing at Hawkstone Park on **May 5/6**. Visit [www.scottnationals.co.uk](http://www.scottnationals.co.uk) for more information, facts and stats.

Aussie Chris Holder starts the SGP year with a seventh



# POLE DANCERS!

THE POLISH HAVE PLENTY TO  
CELEBRATE WITH A STUNNING 1-2  
IN THE SGP SEASON OPENER...

Jarek Hampel starts the Speedway Grand Prix season with a bang by coming good when it matters and making the most of the double points on offer in the main event to snatch the win from under the nose of Polish compatriot Tomasz Gollob at the New Zealand GP.

Reigning world champ Chris Holder got his title defence off to an okay start ending the night seventh overall just ahead of sole Brit Tai Woffinden. The Poole based Aussie was lucky to even make the semis after an almost unheard of front flat caused him to DNF one of his qualification heats.

The series continues at Bydgoszcz in Poland on **April 20**. For more news and gossip on the Monster Energy Speedway World Championship – including video highlights from each and every round – log on to [www.speedwaygp.com](http://www.speedwaygp.com).

# SERIES STANDINGS

1	Tomasz Gollob	15
2	Jaroslaw Hampel	15
3	Nicki Pedersen	12
4	Darcy Ward	12
5	Greg Hancock	11

# HOT DATES!

AMCA MX1/MX2 CHAMPIONSHIP

With the Area Qualifiers cancelled due to the spate of bad weather the AMCA have announced that anyone who had entered the qualifiers will now be eligible to race in the championship if they so wish.

**April 7** Nympsfield, Gloucestershire  
**April 21** Frocester, Gloucestershire  
**June 30** Pontrilas, Herefordshire  
**August 4** Condoval, Shropshire  
**August 11** Long Lane, Shropshire  
**September 22** Canada Heights, Kent  
**October 6** Norley, Cheshire



# DANGEROUS SANDSTORM!

DANGEROUS ENDURES A TOUGH DAY AT THE IMBA  
OPENER THEN GETS OUTWITTED BY A DOOR MAT...

Words by Lee Dunham Photo by Mike Wood

So what a whirlwind weekend we've had! On Good Friday the Marshfield MXC put on their mega Mike Brown Memorial meeting up at the fantastic circuit of Marshfield. After only stopping for an hour due to being frozen we managed to watch some racing – mainly the Old Friends' race.

In moto one Huck pulled the biggest holey ever. He was probably two bike lengths ahead of everyone and rode the old KX500 two-smokerrrr like Everts would have done. He was holding his own out there and looked like he'd not been off the bike one day let alone two or more years. As much as I wanted to race the next morning we were leaving to go to our first meeting of the year in France so dad and the guys were busy getting the bikes all sorted.

Easter Sunday we hit the first European IMBA race over at Dunkerque in France. We left on the Saturday as it's only a local one really – around three hours to the ferry and then just a short boat trip – all packed up and ready for go time on the Sunday. While driving we encountered sleet and snow and rain and sunshine the ferry was a smooth crossing and when we finally arrived at the track it was extremely windy and very, very cold.

After walking the circuit I was pretty happy and excited about riding the sandy and twisty circuit. Usually when training over there the Dunkerque track is very long and open but this was completely different and very good, more motocross style and similar to Lommel.

In the initial practises I felt pretty confident going into the races and because I had fourth in the series the year before that was what position I was on the gate pick for the first race. I holed out to the first corner but ran slightly wide which allowed a few riders to sneak inside me on the opening few turns. From here on in I was holding fifth for the majority of the race.

While lapping a few riders I made a slight mistake which allowed a German guy and a

Dutch guy passed me on the same corner. The last lap board came out next lap and although being within wheel distance of passing the Dutch guy back I stayed in seventh which was still a pleasing opening result.

In the second race I felt pretty determined to have a good race! I didn't get the best of starts but pushed back up the leader-board and into a top 10 position. Unfortunately the bike didn't quite make it to the finish. I had to push it over the finish line. It was such a shame and the hard work in the first race was undone.

For the third race I used the spare bike and had to start from the second row because of the disaster in the second moto. I felt pretty good in this moto and the bike was working good for about 10 minutes but unfortunately gremlins hit again and the bike began to stop. I finally got the bike going again and later stopped again to finally cross the finish in around 21st position. Totally disappointed but looking at the positives I'm pleased with how I was riding and my fitness level. Now were focusing and looking forward to the first AMCA championship round.

While we were over in France it was the GP of Valkenswaard and while we had a touch of bad luck good news travels fast. Gert 'Gepa' Krestinov killed it in the MX3 category and took home the red plate! I'm so pumped for him. It's well deserved – congratulations buddy!

When we got home it was back to reality. Luckily a bank holiday Monday morning though and although we didn't have 'work' work Rhi and I got to work decorating my grandparents' flat that we'd promised to. An hour into it we stopped for an Easter egg break as you do on Easter Monday but when we went to get back in the flat for some reason the door wouldn't open. Luckily it was just a mat trapped into the door.

Oooh, one last thing – summer's here!

*Lee Dunham*  
#28





© Ricky Monti



## NEXT BIG THING?

### TENACIOUS TEENAGER MATEJ CESAK...

If you were blown away by the high flying antics of 16-year-old Spaniard Christian Meyer in this winter's Arenacross UK events then you definitely need to keep an eye out for young Czech Matej Cesak. The 13-year-old FMX flyer from Prague is gaining a reputation as being FMX's next big thing and went down a storm with the Masters of Dirt crowd in Vienna who saw him throw down big tricks like this Tsunami on his 85cc KTM. For more info on Matej, Czech out (fnar) his website – [www.matejcesak.cz](http://www.matejcesak.cz).

© Ricky Monti



# EIGO SATO 1978—2013

The world of FMX was both shocked and saddened to hear the news that Japanese rider Eigo Sato died from injuries sustained in a training crash at his compound in Iwaki City, Japan. Eigo was one of the biggest names in the sport and was one of the regular competitors on the Red Bull X Fighters world tour. With his huge personality and loose riding style he will leave an irreplaceable void in the sport.

Eigo was one of the huge characters of the sport and one of the most approachable too – always positive and funny. When we interviewed him for the

TV show sometimes he wouldn't understand exactly what we were asking him so he would just crack his broad smile from under the peak of his MX Virus cap and deliver his punch line – 'just go big!'. It was a motto he lived by and his on the edge riding style was full of samurai spirit that made him a favourite with crowds the globe over.

Sato came close to winning a round of X Fighters on two occasions, losing in the final to an incredible Levi Sherwood in Mexico City in 2009 and then later that year when up against Robbie Madison in Calgary he missed a gear on the run up to a ramp which

almost certainly cost him.

Despite being the oldest guy on the tour he was still simply awesome qualifying in the number one spot just last year in Munich on a huge course that always seemed to bring out the best Japanese warrior.

Because he was so loved off the bike it's been an incredibly difficult loss for everyone to come to terms with but you have to remember FMX is what he lived for and he was never more alive than when upside down over a 120 footer and ever so slightly out of shape in typical Sato style.

*Rest in Peace Eigo Sato san...*

© Predrag Vuckovic/Red Bull Content Pool





Dany Torres couldn't quite get the better of Thomas Pages in the X-Fighters season opener



© Balasz Gardil/Red Bull Content Pool

## WIN! WIN! WIN! A NITRO CIRCUS 3D DVD AND SIGNED POSTER...

It's a film we've all been eagerly waiting here at DBR Towers and when Nitro Circus: The Movie arrived on DVD a couple of weeks or so ago it definitely didn't disappoint. To mark the epicity of the movie and our delight at it's all round availability to the British public we've hooked up with the groovy guys n' dolls at Consolidate PR to offer two of you the chance to win a copy of the movie on DVD as well as a signed – by Travis, Wheelz, Dusty and Crum – movie poster n'all.

To be in with a chance of winning one of these spectacular prize packages we want you all to answer an oh-so simple question.

**Which of the following is a founding member of the Nitro Circus crew?**

- Is it:** **A: Travis Pastrami**  
**B: Travis Pastrana**  
**C: Travis Pastabake**  
**D: Travis Perkins**

If you know the answer log on to our website – [www.dirtbikerider.com](http://www.dirtbikerider.com) – and follow the competitions link in [dirtZone](http://dirtZone). Answer the question and keep everything crossed because the first correct answer randomly drawn from the stack of correct answers after **May 8** will have one of the two prizes airlifted directly to their door.



# RAGING BULL!

**THOMAS PAGES DELIVERS A KNOCKOUT PERFORMANCE AT THE X FIGHTERS SEASON OPENER...**

Words by **Rob Warner**

**T**he Red Bull X fighters kicked off their 2013 World Tour by returning for the first time since 2010 to the insane 40,000 seat Plaza de Toros in Mexico City. The event was tainted with sadness as one of the true legends of the sport – Japanese warrior Eigo Sato – was fatally injured just a week before. As a mark of respect Thomas Pages – the flamboyant Frenchman who made history last year by winning the Munich event without a single back flip and was perhaps the closest to Eigo – wore his “brother’s” riding shirt throughout the night.

The line up was as strong as ever with a huge quarter-final line up that saw double backflip legend Aussie Josh Sheehan up against fellow antipodean Robbie Adelberg. The high altitude of this event meant there wasn't enough power in Sheehan's Honda 450 for him to pull the scariest trick in FMX but even without it he was unlucky to go out so early on.

Pages entered the bullring for his quarter and quite simply brought the house down. The crowd's reaction to his unconventional riding was staggering, he lit the place up and it's a wonder the whole place didn't spontaneously combust just from the energy of an emotionally charged Pages. His run included the 540 Flair, a 360 and both the ‘special flip’ and ‘vault’ body variants – as well the biggest whip in the business. The Mexican crowd had never seen anything like it and to them he might as well have been from outer space.

Defending series champion Levi Sherwood looked his usual composed and calculated self – perhaps a little more than usual although it would be hard not to under the circumstances. He would go out in the semis to the for once uninjured Spaniard Dany Torres.

The Final was a showdown of perhaps the two greatest exponents of FMX on the planet right now – Torres versus Pages. Bullring specialist Torres

went first and rode incredibly, throwing in a new upside down trick called the Paris Hilton – which he's obviously been on his back a lot learning – he rode faultlessly with his usual high point scoring flip combos. But it wouldn't be enough because no one on the planet could touch Thomas on this night.

With the literally deafening crowd urging him on, he turned his negative into a positive delivery of the most awe-inspiring riding I've ever seen in my life – throwing down all the biggest right-side-up tricks there are but doing them all one handed. His Tsunami was so big that his feet were level with the front wheel spindle and his shoulder was on the front mudguard.

As well as wearing Eigo's riding shirt he also did the fallen hero's signature move the ‘aeroplane’ in what was the most fitting tribute he could have ever paid him, by winning, and in a style that will yet again go down in history.

This night belonged to two people – Thomas Pages and Eigo Sato.



## RECORD BREAKERS!

**THE NITRO CIRCUS CREW SCORE A SWEET 16 AND SINK A GUINNESS...**

**I**n yet another adrenalin-packed evening of entertainment inside London's O2, 16 of the world's greatest FMX riders – including Brits Chris Birch, Kris Brock and John Pearson – set a new Guinness World Record by backflipping simultaneously as a warm-up to the very first screening of the Nitro Circus 3D movie in Europe. As well as being watched by a bumper crowd in our capital city the stunt was beamed live to over 500 cinemas around Europe.





### VIDEO OF THE MONTH!

We get to meet a lot of cool people in this sport and one of the coolest has to be Kiwi Scott Columb. Scotty's raced in the UK for a couple of seasons, done a stint in GPs and even won a luge world championship but his greatest achievement of all is also his latest – he's finally won the New Zealand MX2 motocross championship.

And that's the subject of our Video of the Month which is a Mind the Gap Films production featuring the JCR Yamaha team getting down to business at the final round of the Backflips NZ championship at Taupo. The shortish film features Scotty and Brit battler Billy Mac in action – the track's pretty rad and it's well worth a watch so check it out y'all.

"It's good to get the monkey off my back – I'm finally NZ #1," said the freshly crowned champ when we finally caught up with him. "It was definitely a nail-biting day. In the first race I went down in the first corner and lost my rear brake and then I won race two which put me something like 19 points ahead. Old Blue – Josh Coppins – said to me 'pull the holeshot' and so I went for it but ended up going down in turn one by myself. I said to myself 'dude, what are you doing here – get going y'know?' and I got back to 10th and I knew that would seal it for me. I can't say how happy I am. I've been close many times. I have to thank JCR Yamaha and my mechanic Adam – everybody really. Happy days!"

### UNSWEET TWEET

@JakeNicholls45

Gonna put it out there... I had a good race in that Super Final but the moment they make every GP second heat a mixed final I will stop GPs

It's unusual for Jake to be negative about anything so when we saw this we hunted him down to get the lowdown...

**DBR:** After Valence you must have been happy with your pace and whatnot but that form seemed to leave you as soon as you stepped off the plane in Qatar – what happened?

**JN:** "I was very happy after Valence as I won the races and was quite conservative and didn't push too hard. It literally all went wrong when I got on the plane as I got a abscess on my ass cheek which was very sore. It's based on a bacterial infection so my blood was sh\*t and gave me flu symptoms for the whole weekend – I was waking up in the night freezing cold and sweating my ass off and stuff like that. To top it off I had a huge crash in moto one and really hurt my back."

**DBR:** Floodlights for racing – yay or nay?

**JN:** "The whole thing was very cool but unfortunately the lights they used were sh\*t and we couldn't tell whether the track was grippy or slippery. They over watered the track quite a lot so the combination didn't work well. Basically though with better lights it will be good."

**DBR:** You came away and tweeted 'the moment they make every GP second heat a mixed final I will stop GPs'. You're not a fan then?

**JN:** "I wrote that as an MX2 rider. Next year I will have to race MX1 due to my age and for MX1 I think it's just like their normal race so I should have thought about it before I wrote that. But I do still hold a strong opinion that it's a sh\*t idea and makes for a dangerous race – MX1 and MX2 riders use different lines and it really isn't fair for MX2 riders who are racing for a championship."

**DBR:** It's unusual for you to give off a negative vibe like that though...

**JN:** "It just angers me how they're trying to change our sport which has been very simple and worked well for years. Their excuse is that there might only be 50 minutes of TV time next year so if the MX2 teams want TV time then it's the only solution. But the thing is that it's dangerous and the first 10 minutes are so scary because it's like you're just waiting to get landed on."

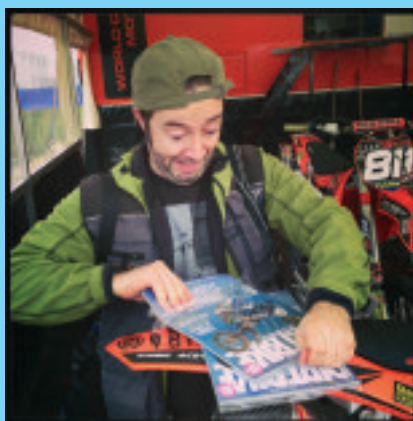


### RADIO GA GA

Every Wednesday night from eight until 10 it's the Off-Road Show with Chris Warren Jnr on the UK's only online radio station worth listening to – check it out at [www.bikerfm.co.uk](http://www.bikerfm.co.uk).



### INSTAGRAM JAM



Excited Nuno #dbrfamily #maxxis #dbrmagazine #motocross #motolife



Maxxis round one and EBB takes the overall in MX2 #redbull #ktm #motocross #motolife #fatcat



First British backflipper – can you guess the rider and year? #tbt #throwbackthursday #backflip #freestylextreme

### WIN!WIN!WIN!

Think you know who the mystery backflipper is? Let us know by entering our **dirtZone** competition before **May 9** and you could win a **Rip N Roll Hybrid racer pack...**







## CRASH OF THE MONTH!

Ray Archer caught this epic crunch at the start of the second MX2 moto at the Valkenswaard GP. Scary stuff!



## PHOTO OF THE MONTH!

Kawasaki Racing Team's **Gautier Paulin** grabbed a whole heap of attention in Si Racha by popping out this monster double lap after lap after lap.

Of course, it's not really a double but actually two separate tabletops that the fast Frenchie turned into one giant leap – good work Gautier...

## FACEFOOKED

Our most popular Facebook post of the month with over 15,000 views is this...

For some DBR cool points can you name our blast from the past rider?

Geek of the week who knew the right answer was Racer X Artist of the Year Rob Kinsey who replied with 'Danny LaPorte 1981 Swedish 250cc GP at Vimmerby.'



## SWEET TWEET

@enduro21

Wednesday's Web Watch: @dbrmagazine Geoff Walker @sr75worldteam crashes like a boss in endurocross

@sr75worldteam

Not you lot n'all! Laff!

@RBProNationals

LAFF! Like a sack of potatoes!

@sr75worldteam

POTATOES!

@PRO\_PR1

Amazing, I can almost feel the pain though! Geoff deserves some kind of award!

@dbrmagazine

We haven't fired him yet – that should be reward enough!

## FOOLS GOLD

Just in case you missed our fake April Fools' Day prank cover here it is again...





## **POLISPORT** **ROCKSTEADY ROOST GUARD**

If you want an under the jersey roost protector that's hard rather than soft then the Rocksteady from Polisport might just be the very thing you've been dreaming of. Used by a ton of top riders including hard charging Spaniard Jose Butron this protector is super sleek and very comfortable. Available in adults and kids sizes in a range of colours...

**Price:** TBC  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190



## **GAERNE** **LTD EDITION SG12**

Only available in the UK these white n' fluorescent green Gaerne SG12s are perfect for all Kawasaki owners – or anyone else come to think of it – who wants their feet to stand out a reet treat while being kept safe n' secure in the best hoof protectors around...

**Price:** £400  
**Supplier:** mrsLtd.co.uk  
**Contact:** 01423 772885



## **FRO SYSTEMS** **ADRENALINE RACE GLOVES**

Frossie Systems take a bold move into the gloves market with these half neoprene/half foam mesh gloves. Used by top riders like Daryl Bolter, Alex Snow and WMX starlets the Dunlop sisters these gloves are in your local Fro supplied dirt bike dealer right now – so go check some out...

**Price:** £20  
**Supplier:** frosystems.com  
**Contact:** 01527 850614

## **APICO** **FAST FINISH SPRAY PAINT**

If you need to paint something fast and to a ridiculously high standard then you need some of this Apico Fast Finish spray paint in your life. From acrylic based sprays that'll even work on plastic to heat resistant exhaust paint there's something in this range that'll do the job you're after...

**Price:** from £7.20  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190

## **VERTEX** **GP CHOICE PISTONS**

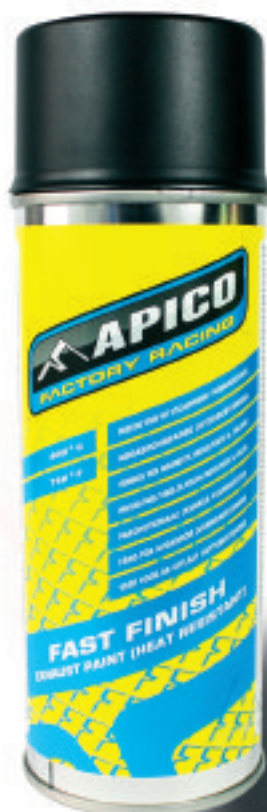
Used by some of the fastest racers on this planet, Vertex pistons are ideal for all racers looking for that extra edge. The piston is crafted from the best forged blanks to give your motor maximum compression and comes complete with a nitride ring set and DLC coated pin.

**Price:** £216  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190

## **FRO SYSTEMS** **BILLET FOOTPEGS**

If you need new footpegs for your dirt scooter then you could do a lot worse than choosing a pair of these CNC machined aluminium doozies from Fro Systems. Designed to flex at the tip to reduce impact damage and designed to super tight tolerances these sub-£80 pegs should last...

**Price:** £79  
**Supplier:** frosystems.com  
**Contact:** 01527 850614







## FRO SYSTEMS MX TEES

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## INTREPID TRAVELLER DAVID BULMER CHOO-CHOOSSES A DIFFERENT WAY OF GETTING TO THE OPENING TWO GPS

Words by David Bulmer photos by David Bulmer and Sarah Gutierrez

I enjoy travelling. I like seeing new things, meeting new people and exploring places that I've previously only seen on TV shows or in films. I also enjoy going to motocross races and have even made a career out of it as an editor for Vurbmoto. So, when the announcement was made that Thailand would host what was then first round of the 2013 FIM World Championships, I knew that a golden opportunity awaited me.

To some people, just going to Thailand would be enough of an adventure but I wanted to achieve something much more substantial – the longest overland pilgrimage to a motocross race, ever.

Stretching roughly 10,000 miles my plan was to leave my house in England and catch a series of trains

through France, Belgium, Germany, Poland, Belarus and into Russia. I'd spend a few days in Moscow sight-seeing before departing on the Trans-Siberian Express to Ulaanbaatar in Mongolia. Again, a couple more days being a tourist in one of the remotest parts of parts of the planet before catching another train into Beijing in China where I'd ring in the Chinese New Year. More trains and buses would see me weave my way down into Vietnam through Cambodia into Thailand and eventually to the town of Si Racha where the GP was being held.

It all sounds relatively easy when written down like that but the whole process involved sending my passport off for six different visas and spending an extraordinary amount of time staring out of a train window. The

longest journey was the Trans-Siberian which totalled over 100 hours of bleak Russian winter and where temperatures outside ranged from -15C to -30C. However, it was a true adventure and something that I've always wanted to do.

Things were then made a little harder when it was announced that Qatar would be held the week before Thailand and would instead be round number one. This meant accelerating my plans as I had to make sure I was in Bangkok early enough to be able to catch a flight to Doha, Qatar for that GP. Unfortunately, it meant I would miss out on a few tourist opportunities along my journey but I was more excited to be checking out the night-race in Qatar with the new race format. First things first though... I had to get there.

>>

LA MICHY-AYT-AVREST 7







**Desalle dominated the opening moto in Qatar**



As the saying goes, 'Fail to prepare – prepare to fail,' and I had to get the ball rolling in November 2012 – a full five months before the first GP. Visas take a lot of time (as well as money) to process and I wanted to make sure everything was done before Christmas. Thankfully that task for completed without a hitch, in large part due to the agency I used. I knew full well if it was down to me I'd forget to check the male/female box and have to start the whole process again and I didn't really have too much time to play with.

Next up were the train tickets which I decided to book all the way to Beijing – from that point on, I'd start to wing it. At this stage, I should mention the website [www.seat61.com](http://www.seat61.com) which is an amazing website covering everything about rail travel. Without this website I'd have been lost and probably stuck somewhere around Irkutsk.

A lot of people questioned me about doing this trip all by myself, wondering how I'd cope travelling all that way without anyone to speak to but having done a lot of solo trips before I knew that it forces you to make friends. You have to approach people in the vain hope that they'll speak English and actually have a conversation with you! I often chose to stay in hostels for that very reason – I'd get to meet to similar-minded

people and chat about things to do and see along the way. However, unlike pretty much every other person I met I had a goal and purpose to my trip – motocross.

Back in 2007 I flew to America, bought myself a 20-year-old motorhome and drove – as a fan – to every outdoor national that year (plus the MXoN). I wrote a blog on the website [www.ayearinmx.com](http://www.ayearinmx.com) and even got an article printed in *RacerX*, after my trip. I saw some amazing things, I met some awesome people and the experience convinced me that I needed to find a job within the industry.

Fast-forward to this trip and I have immense pride in telling people that I get to travel around the globe watching the greatest sport on the planet while getting paid to do it. While not every part of this trip has been motocross-related one of my most satisfying experiences was finding the motocross track on the outskirts of Ulaanbaatar. It wasn't easy – it took a local taxi driver over an hour, and numerous conversations with residents in order to do it, but we eventually found what turned out to be an amazing venue to hold a motocross race. Maybe it was the snow, or maybe it was the fact that, even in the middle of nowhere, motocross is a sport that people can find enjoyment in. Either way, that was a memory

I'll never forget.

This trip has consistently given me such memories though, from walking along the Great Wall of China, to kayaking in Ha Long Bay and from seeing the St Basil's Cathedral in Red Square to horse riding in the Mongolian countryside like Genghis Khan did. Although my schedule has been tight I've always made sure I took the time to try to get a feel for the places I was travelling through otherwise I might as well have jumped on a plane.

Then there are the people I've met. I felt such relief when I got on the Trans-Siberian Express and found out there were an English couple staying in the compartment next door (trains have compartments, not cabins). I lost count of the sheer number of kids who saw me and stared before making sure all their friends knew there was a weird looking westerner on the train with them. I've even had to share a six-bed compartment with nine other people as rules seemed to be thrown out of the (extremely large and open) train windows.

It hasn't all been fun and games though. I fell for the tea-room scam in Beijing and trying to cross a busy road in Hanoi is a nightmare. (The advice given is to shut your eyes and walk at a steady pace in order to avoid the five





*The mixed Super Final was definitely intense*



*David Philippaerts is the only other MX1 world champion still competing*







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6. Frankfurt - Moscow Belorussky
7. Moscow Belorussky - Moscow Yaroslavskaya
8. Moscow Yaroslavskaya - Ulaanbaatar
9. Ulaanbaatar - Beijing Main
10. Beijing Main - Beijing West
11. Beijing West - Nanning
12. Nanning - Hanoi (Coach)
13. Hanoi - Ho Chi Minh City
14. Ho Chi Minh City - Phnom Penh (Coach)
15. Phnom Penh - Siem Reap (Speedboat)
16. Siem Reap - Bangkok (Minibus)
17. Bangkok - Si Racha (Minibus)

million scooters.) There's nothing like walking along the train passageway and seeing a toddler trying to go to the toilet in a carrier bag – and missing – to make you realise that sometimes these big adventures aren't all about enjoyment. There have been times when I'd have liked nothing more than to be at home or even to be at my destination without having to go through yet another 30 hour train journey but sometimes it's going through those things that really makes you appreciate the grandeur of what you're trying to accomplish.

I was almost constantly on the move with the most time I spent in any one place being just three days. Carrying around clothing for -20C to +35C is a not easy and I'm extremely thankful that my Ogio 9800 was up to the task. Since I left China all my thermal clothes stayed firmly packed at the bottom of my bag as the temperature didn't drop below 30C for the last three weeks of the trip. This, of course, was the reverse for the first two weeks as shorts and flip-flops weren't really needed in -20C. However, as awesome as the 9800 is, that bag – combined with my 15kg computer bag, filled with all sorts of electronic items – made any walking a real pain in the arse. Even the trains could sometimes be a problem as they are both fairly big bags and the luggage spaces weren't exactly designed for them.

Still, overall, everything actually went surprisingly well. I didn't miss any trains, I found all the stations and the hostels I was staying at and I didn't get (too badly) ripped off by the taxi drivers.

Even the border crossings (of which I did six that involved passports) were relatively painless.



*Bobryshev gets on the gas in Thailand*



*Herlings is simply unstoppable in MX2*



I had all the correct documentation and even though they did take an extremely long time, the only truly awful one was the very last one into Thailand. I don't know if it was the fact it was my last crossing, or that it was baking hot, or that it just seemed to take forever, but I couldn't get on my way quickly enough – because that meant getting to Bangkok.

Staying in Bangkok, I was roughly 90 miles from my destination which after travelling over 9700 miles (according to my rough GPS tracking) isn't really a lot. However, I had a major problem – I didn't actually know where the track was. You see, before the race, the Thai promoter

was keeping the location top-secret to try and keep the locals away but that meant my plan of catching a train and then taxi would be almost impossible to arrange. Thankfully, I'd been in contact with the promoter – Kraitos Wongsawan – and he invited me along as part of a group of people to check out the track as the first Thai riders got their chance for some practice.

It was a weird feeling to know that the purpose for my adventure was coming to an end. Although the GP was still 10 days away my goal had always been to reach the actual track, regardless of when that was. As it turned out it was 33 days after I left England, working >>



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out at an approximate 294 miles per day. That's roughly the equivalent of driving from Brighton to Newcastle every day, for a month. Still, I had achieved what I set out to do and all that remained was to get on a flight to Qatar to go and watch the first round of the 2013 World Championships.

It's not that I hate flying – that certainly wasn't the reason I did the whole trip overland. It's just that flying is a very easy (and boring) way of doing things. Even in Europe, I've driven to the Bulgarian GP and down to Italy, and even done a tour of Scandinavia and the Baltics as I drove to Uddevalla and Kegums in Sweden and Latvia. I guess I just prefer a challenge and it's a way of making this job even more exciting. With all that said, I was definitely pumped to fly to Qatar and watch the GP because I'd never been there before, it was being held at night and they were trying out the whole Super Final deal.

Compared with the hectic hustle and bustle of south-east Asia Qatar seemed a very sterile environment. There are either buildings or desert and that's very much the case at the Losail facility which, at the moment, stands all alone amidst the sand. It is, however, an amazing venue for a motocross track and, in a couple of years, when the lighting is permanent, I can see it looking even better. It's a shame that it will never attract too many spectators but those who went will have seen a pretty awesome Super Final.

I understand that it didn't come across too well on TV but witnessing it live certainly gave me goose bumps which quite frankly is why I do it. The day I don't enjoy the actual racing part of motocross is the day these crazy adventures end. Even though it looks like Cairoli and Herlings will walk the championships there are still plenty of interesting battles behind them and although the system definitely isn't yet 100 per cent perfect I still enjoyed the racing.

At Thailand, things were even more dominated by the KTM duo but, once again the action behind them was really good. I think what everyone is waiting for is the pair to lock horns at either Mexico or Brazil.



*Mel Pocock's start to the season is solid enough*



*Tommy Searle's yet to hit top form*



*Cairoli yanks the holey in Si Richa's Super Final*

It's hard to talk about everything that I've seen and everyone that I've met in so few words but hopefully this will inspire you to do something a little out of the ordinary for your next motocross trip.

So what's next? Well Valkenswaard is the next GP I'll visit but I think I'm going to catch the bus down to a place near Phuket – I hear Thailand's Supercross Championship is taking place...

I would just like to thank everyone who I met along the way. I'd also like to thank Ogio for providing equipment that allowed me to transport 90lbs of stuff around the world without it really becoming a problem. Also, thanks to the guys at Vurbmoto for picking up my slack during this trip. Of course, I was working 90 per cent of the time but sometimes, I will admit, I did go off and enjoy myself. And, lastly, thanks to Thailand GP promoter Kraitos Wongsawan. Not only was he extremely supportive of my adventure from the very beginning he helped out whenever he could and even got my ugly mug on national Thai TV. I truly hope the event was a massive success and I look forward to coming back next year... even if it'll probably be by plane.





# ALEXISON FIRE!

FROM TOP-FIVE RUNNER TO TITLE CONTENDER — HOW ALEX SALVINI'S SCORCHED HIS WAY TO THE FRONT OF THE E2 WORLD CHAMPIONSHIP...

Words and photos by **Future 7 Media**

**A**lex Salvini's class win on the second day of the Enduro World Championship season opener in Chile took a lot of people by surprise — including Alex himself. And while many expected the Italian to challenge the likes of Pela Renet, Johnny Aubert, David Knight, and Ivan Cervantes few expected him to beat them and take an early lead in the E2 title race.

But should we have been surprised by Salvini's results?

Showing flashes of brilliance during the last two seasons, and now on the preferred bigger bike that he longed for last year Alex was arguably overlooked

due to being the only top five rider not to have a world championship title to his name. Free from the pressure of expectancy that follows many of his better-known class mates the former motocross racer showed that despite his relative lack of enduro experience he's more than ready to deliver for his new team this season.

DBR caught up with the jovial Italian just ahead of his double win at the second round of the series in Argentina to get the low-down on that maiden victory, why it was he came to enduro and also to discuss what it's like to be racing the bike the late, great Mika Ahola put on the enduro map... >>







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# ALEX ON...

## THE MXON AT DONINGTON

"I think that was the best race I ever did and the atmosphere was incredible. It always is at the British GPs but at that event it was even better. I was riding for Italy which brought a little more pressure but it was a fantastic experience. I was third overall in the open class – I have such great memories of that race..."

## THE X GAMES

"X Games is also an amazing event. There aren't the big crowds of spectators but with all the people from ESPN and the fact that people from all around the world are watching it on TV it's very special. It's so different to a normal race. You have only a few laps on the track each practice and qualifying. I raced X Games in LA and I was fast enough to fight for the podium but I made so many mistakes that I was unable to qualify for the final. That was disappointing..."

## BRITISH SPRINT ENDURO

"I really liked the format when I tried the championship last year. Coming from motocross I like the racing without needing to spend hours in the mountains. That track at that event had some extreme parts, some motocross parts and some enduro parts – it was a really cool race. I hope that the idea will catch on in Italy soon..."

## THE AUSSIE FOUR DAYS

"I've raced the four-day twice. The first year was the best. It's the same format as the ISDE. I like the Australian people and the country. It's nice to do a race that is so far away from Italy but a similar format to the one I am used to. I had a really good time there – the racing scene is really relaxed..."

## ITALIAN ENDURO CHAMPIONSHIP

"The Italian championship is getting better and better. Last year all the races were good – all close to world championship level. The level of the Italian riders is getting better and better in this moment and having international riders in it like Matti Seistola, Juha Salminen, Eero Remes and Aigar Leok really helps the Italian riders..."



**DBR:** This is your third year in enduro. In the third year of Johnny Aubert, Antoine Meo and Pela Renet's careers they all claimed their first EWC titles. Do you feel like you have to deliver this season?

**AS:** "It's true that the third year of a rider's career is an important one. You crash and make mistakes in your first year, show you have some good speed and get some podium results in year two and in year three you have bring all the pieces together. My first year was hard, racing with the 450cc Husqvarna, but it ended well at the final round."

"In year two I expected more. The Husqvarna team were great but I struggled with the smaller E2 bike – the 310cc bike. But I improved my experience, learned a lot from my mistakes."

"This year I switched to Honda because I know they have a good bike, a good 450. That's the bike I need, I have always raced bigger bikes. You have to have a good bike to be competitive in the world championship. Also, you have to have a good team – I have a great bike and a great team now. I know that this is my third year, but that doesn't bring any more pressure."

"I believe in what I can do, and now I have everything I need to do that."

**DBR:** Where do you see yourself in terms of your career?

**AS:** "Now I see myself a true enduro racer. In the first year of my enduro career I was still a

motocross racer on the inside, pushing too hard and not understanding how to be fast on enduro and extreme tests. I've experienced a lot of different enduro races over the last two years but now my mentality has changed. You can't always push 100 per cent in all tests."

"I still have the motocross skills and technique but I have a calmer approach to my racing now. My age is good for an enduro rider, so I think at this stage of my career things are good."

**DBR:** No one was expecting you to be leading the Enduro 2 World Championship after the GP of Chile. Were you sure you'd be as competitive as you were or was it a bit of a surprise to you?

**AS:** "I wasn't expecting to win in Chile. All of the guys I am competing against are multiple world champions – they know how to win. I trained hard this winter and believed in my ability to compete with the top riders in E2. I had a small knee surgery this winter but steadily got stronger and stronger. I also pushed the team to do a lot of testing. I knew that if my body and bike were good then I could be competitive."

"But before Chile it was four months since my last race and some doubts start to arrive. The week before Chile was terrible – I was asking myself if I was really ready, if I'd done enough riding, enough training. You start to question a lot of things. That was why it was so nice to win."







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"I made a big mistake on the first enduro test on day one. I was sure I was going to be 40 seconds behind the leaders but I was only 20 seconds down. Then I knew that my speed was good, I just needed to remove the mistakes. On day two I managed to do that."

**DBR:** Pre-season you had a small knee surgery and joined the HM Honda team. How was the transition away from Husqvarna to Honda?

**AS:** "The team is Italian which makes things easy for me. Also the workshop is close to my home so it's easy to make adjustments. The Honda I race isn't really an enduro bike, it's a motocross machine. So we needed to work to find the best settings. Also, the bike is new so everything the team knew was useless, we had to start again."

"The team has worked really hard to make sure I am happy with the bike. Knowing that the team is 100 per cent behind me is great. Every week I felt better and better on the bike and now I'm really happy."

**DBR:** Looking back at your time with Husqvarna – do you see it as a positive time with some frustrations, because of the bikes you had to race, or was it a frustrating time with some positives?

**AS:** "It was absolutely a really good time with some frustrations. The team helped me so much and I learned so much with them. I think that if I had been on the Honda then I might have got

some better results but I wasn't ready to try and challenge for a title. Racing the 310cc Husqvarna helped me to improve as a rider. It really made me think about where I can improve as a rider."

**DBR:** The bike you're racing now is the bike Mika Ahola made famous in enduro. Have you considered the fact that you're now racing Mika's bike?

**AS:** "I am very proud to be racing for the same team and on the same bike as Mika. I was friends with Mika and during my first year in enduro he was great with me, always giving me good advice. I remember when he won his last title, at the GP in France, we battled the entire race. I had dinner with him after the race – that was great for me. We'd been fighting on the track all day and then we had dinner together and talked about the racing."

"He asked me why I'd crashed two tests from the end of the second day because it gave him a 10-second advantage and took the pressure off him. He told me never to make a mistake and push too hard in that situation that I should have kept the pressure on him. That was strange because he was almost telling me how to beat him. When I race now, I still remember that advice."

**DBR:** Last year the HM Honda team seemed a little lost. They'd had such an amazing journey to five EWC titles with Mika but because they'd

been the closest to him they seemed noticeable deflated after he passed away. There now seems to be a good energy within the team again?

**AS:** "I don't want to try and take Mika's place. It's not possible anyway. I just want to do the best I can and hopefully that means the team is happy. We are working very well as a team. They want to get the good results just like I do. It's a very positive situation."

**DBR:** Why did you decide to switch to enduro – was it because you were racing for Husqvarna and it was a relatively straight forward thing to do or was it because you wanted to?

**AS:** "In 2007 I rode my first Six Days in Chile which was an unforgettable experience. Then I rode again in Portugal where I finished as the best Italian rider. That's when I started to think seriously about changing. It wasn't anything to do with racing for Husqvarna, I was thinking about it before then."

**DBR:** You'd been racing against Pela Renet – last year's E2 champion – who switched to enduro before you. Did you follow his progress?

**AS:** "Yes, it helped. I saw that he did well and I thought why not. I had been fighting with him in MX3 so after I did two ISDEs I decided to make the change."

**DBR:** Was there a particular reason why you switched away from motocross?

**AS:** "To be competitive you need to be in a >>

Salvini's switch to Honda has seen him leave his competition in the dust



## TEAM TORQUE!

FOCUSING ON THE ISDE IN SARDINIA...

The International Six Days Enduro hasn't been held in Italy since 1997 but later this year the Six Days heads south from where it was held in Germany last year to the island of Sardinia – an event that Alex is very much looking forward to competing in.

"I think that if all of the top Italian riders go to the race we can have a very competitive team – maybe not strong enough to win but certainly strong enough to fight for a top result."

"I have raced in this area before it was actually my first Italian enduro race. It was tough but nice. I was also there again this winter because the weather is better than the rest of Italy at the start of the year."

"It's a perfect location. The track is between the mountains and the sea – very beautiful but also a real enduro area. I think it will be a very good race for the competitors but also a really nice place for the supporters too. It has everything needed to be a great race."



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# PRACTICE MAKES PERFECT!

## WHAT'S NEEDED TO BE THE BEST OF THE BEST...

"It doesn't matter if you're a motocross or enduro racer," says Alex. If you want to compete at the top level you have to have tracks close to your home. If not you waste too much time travelling to other people's tracks."

One of a growing number of enduro rider that have their own tracks, Alex arguably has the best facility of any rider in Europe with more tracks at his family home that he can shake a shifty stick at! "I have all I need – I have a motocross track, a supercross track and motocross special test, four or five enduro tests and an endurocross track, a freestyle ramp and a foam pit."

"The great thing with having your own track is that if you find a difficult obstacle at a race you can take it home and build it there. Then you can train on it and improve. Also, if you only have a short amount of time – maybe two hours – you can still do a good job. I've also built a full gym – I have all I need at my home."



Salvini's style is always spot on



factory team. Otherwise you can't beat the top guys. In 2010 I didn't find a good team and contract for the year after so I decided to switch. Also, for me Luongo is killing the sport with some crazy rules which really don't help the younger riders."

**DBR:** What do you remember from your first ISDE?

**AS:** "That was a crazy time. I wasn't supposed to race but Simone Albergoni was injured and his bike was already there and they needed a replacement rider. When they asked me I said no. Then I said no again. Then eventually I agreed. I knew nothing about enduro but so many people called me I said I'd race."

"I was so scared at the start of the first day that I was shaking. I was scared that I'd lose my way. I crashed six or seven times on the first day on almost every test. I had the biggest crash of my life on the first special test of the race. I was in fifth gear, hit something in the sand and somersaulted over the bars. I got better, won some tests and won the last day. Also Italy won overall. It was an amazing experience and a very big learning experience."

**DBR:** Italy seems to have been searching for

riders to replace past champions like Mario Rinaldi and Giovanni Sala. Simone Albergoni and Thomas Oldrati have, until now, been the two riders Italy's hopes have been pinned on. Do you expect the same levels of expectation to be placed upon yourself now?

**AS:** "I don't know why different countries rise and fall in terms of their strength in enduro. In Italy the level of the riders is getting better with riders like Oldrati, Redondi, Monni and Albergoni. At this time I don't have any real pressure. Right now it's good to know I have delivered some good results for Italy. I've only won one race and I'm not forgetting that the championship is long. I'm not getting too excited yet. But it is nice to know that I have done something good for my country."

**DBR:** Finally, does having some early season success change anything as far as your approach to rest of the season is concerned?

**AS:** "I'm not thinking about the championship. If I am able to fight for the title then I will think about it in France at the last race. Like I said I was confident that I could do well this season and so far things have started well. Now I have to continue that – to race without mistakes."



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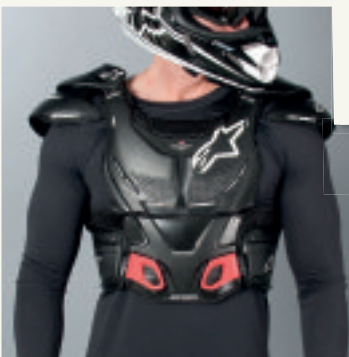
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# POWERHOUSE!

*A LOOK INSIDE ONE OF THE MOST DOMINANT FORCES IN GLOBAL OFF-ROAD RACING AND A CROSS-SECTION OF THE PEOPLE THAT MAKES PRO CIRCUIT TICK...*

Words by Adam Wheeler Photos by Ray Archer

**T**here might be some hand wringing going on at Pro Circuit in the heart of Corona with 2013 set to be a second 'dry' supercross year for the company's emphatic race team. Like McLaren in F1, Repsol Honda in MotoGP and Montesa Honda in Trial the Californian crew is a competitive powerhouse. Their reputation and stack of achievements is so weighty that they transcend the sport.

On the track we're talking about a set-up at the heart of Mitch Payton's tuning and fabrication operation that is so used to winning championships that they have only drawn a SX/MX blank three times since their creation in 1991 and the last empty campaign was 10 years ago. The Pro Circuit alumni includes some of the greatest names to have graced a dirt-bike saddle – McGrath, Carmichael, Stewart, Villopoto, Pourcel,

Langston, Townley.

2013 has needed some medical assistance amidst all that elite mechanical acumen at the facility next to the 91 Freeway and a stone's throw from the Monster Energy HQ south east of Los Angeles. East and West SX Lites principal hopes Blake Baggett and Dean Wilson have broken bones while youngsters like Darryn Durham, Martin Davalos and Justin Hill work through their respective career trajectories. Even 'veteran' Tyla Rattray – a rider who left the FIM Motocross World Championship to go green in 2008 – has been struggling physically.

In spite of the drama Pro Circuit's reach is as expansive as ever and on this side of the water it has been impossible to miss their Grand Prix wing in the form of CLS Kawasaki and Tommy Searle and their experience and know-how extends to the

Honda Gariboldi crew fielding David Philippaerts in MX1.

Payton – as the founder, owner, chief architect and whip-bearer behind Pro Circuit – has always had a soft spot for European or non-American talent and was the boss that drew the likes of Jamie Dobb, Michael Pichon, Eric Sorby, Christophe Pourcel and Ben Townley to the West Coast.

It is not just in the saddle that Payton hedges his bets for the best and fastest racers but also those clocking up the hours in the workshop. Jon Primo won two world championships with Marvin Musquin and works over Wilson's KX250F and now Olly Stone – Jake Nicholls' former mechanic – is an eager new recruit. While Payton is no stranger to magazine pages and column inches we thought we'd swerve the main man to speak to some of the staff that help make Pro Circuit what it is. >>





*Even the outside of  
the building looks fast!*





The building is not this massive shiny behemoth that you'd expect it to be. PC's record in motocross is majestic but there is nothing particularly palatial about 'the shop' as most people call it. Walk through the doors and the first thing you encounter is the airy but clustered reception/store area where the breadth of the firm's racing past is laid out with a thick line of Kawasakis – each with their own number one plate and rider names. It is a forceful reminder of where you are.

"It is a special place to be because every time you walk in you are blown away," says Darryn Durham now into his second year as a Pro Circuit representative. "There is always a new part to see or something that is going to make you excited to ride. If that doesn't work, just go check out RC's championship 125!" The Carmichael bike is actually the '97 National winner and deliverer of Pro Circuit's first outdoor title so it has pride of place.

Moving through into the workshop and the cleanliness and order is what you'd expect of an unparalleled race team. We catch glimpses of the warehouse and the customer tuning areas where an array of bikes awaits to be given the PC magic. The garage out the back houses the

race truck and a floor so immaculately clean you don't want to tread on it. Workers buzz forwards and backwards (we count around 20 on our visit) and it is the busy hive of activity that everyone always alludes to.

"To be honest it took me about three months to get comfortable in the workshop and I didn't expect it to be as different as it actually was," says Olly Stone. "It is just the way the team and the people work and the how infrastructure is. I had moved around teams in Europe so I had an idea of different set-ups and systems but when I came here it was an attitude of 'you work our way' and that's understandable because Mitch wants the bikes built and looked after exactly the same way so if someone has a problem then we can learn across the board.

"Since I was about 12 years old I wanted to work for Mitch but it is one of those dreams that you almost don't want to happen. When I first came here I was like 'wow, Pro Circuit, the number one place to be'. I was so nervous for so long to be part of the team. I was looking around thinking 'that's Paul, he helped Dean win a championship' and then Mitch Payton will come through and just make general chit chat. It was really surreal but everyone made me feel so

welcome. I think people were a little bit impressed that I just upped sticks in Europe and came here when there are thousands of other people that would love to be on this team."

When Payton is not behind a machine or on the phone in the office then he is darting about speaking to people. The aura of the man is tangible and while he is approachable there is a feeling that signs of the famed bad mood when Pro Circuit are not winning will spring forth at any moment. It is a little like the apprehension you have around a scary head teacher."

"We've had a lot of fun over the years," counters Jim 'Bones' Bacon, the much-referred suspension technician for the Pro Circuit empire. "He demands a lot from you but I've never had a problem with that because I don't mind working and liked being around bikes and stuff like that. The success is gratifying when you have put a lot of work into it. We get along great and I still consider him one of my best friends. Really, I consider this to be my life, rather than a job. I've had jobs before – I've been a welder and a fabricator – when I've just gone in a punched the clock and hated every minute of it. This lifestyle has those moments as well – don't get me wrong – but the success makes up for it."





Mitch doing what he loves most

"He works hard and expects his staff to work hard," says Rattray's long-term mechanic and step-dad Wayne Lumgair. "He is a good person and he takes care of his mechanics. He just wants to win and he expects to win."

"Mitch is definitely responsible for where we are today," Bones adds. "He's the brains behind it and the driving force. He doesn't come up with all the ideas but has the majority of them. We latch onto his coat tails and go along for the ride most of the time! In my department I feel like I have a lot of good people working there and that is one of the key elements. I have people that are enthusiastic about what they do and love their work. They get excited when one of our riders and clients do well and we have presence in off-road races and even stuff like the Dakar, so there is more than just Supercross and Motocross for Pro Circuit."

The different sections of the facility show how a business (customer tuning) and a passion (race team) sit comfortably together and utilise the resources and benefits of each other. They seem separate but close, disparate but in sync. Pro Circuit to many means 'racing', 'Kawasaki', 'Monster' and 'history' but to some others it is a source of essential performance.

"Starting from day one we began as a Husky shop – working on bikes and tuning suspension and all that stuff for the older bikes," reveals Bones who counts three decades at Pro Circuit. "As the motorcycles evolved then we had to evolve with them. Obviously we branched off into other things but pretty much the bread and butter of our business was the exhaust pipes. We went from two-stroke to four-stroke but a big part of the business is still with the two-strokes and modifying motors."

You don't have the feeling of being in a state of the art environment in Corona (which aptly means 'crown' in Spanish) but some of the closed doors hide innovation and much envied R and D that is still predominantly Lites or 250cc based for Kawasaki in America.

"When I was a kid and opened Motocross Action magazine and there was a picture of a Splitfire Kawasaki and they looked amazing and the bikes still do because they take care of every little detail," says Stone. "Everything that goes on those bikes has been modified or had a Pro Circuit touch. The engine is done in-house, the suspension also. Mitch has a lot of technical people involved and a lot of equipment at the shop, in the pipe dept they can make

# SPRING GURU!

JIM 'BONES' BACON

**DBR:** Bones, what's your primary role at Pro Circuit?

**JB:** "I'm primarily in charge of the suspension department for customers, amateurs, amateur support as well as our race team. I have been with the company for almost 30 years. Occasionally I can wear other hats here as well but that's the primary job."

**DBR:** People like Chad Reed and Chris Pourcel have mentioned this mythical figure of 'Bones' in interviews and fans around the world must be wondering 'Who is this guy? What does he do?' You've built up quite a reputation in the sport...

**JB:** "I'm very fortunate first of all to work for Mitch because he attracts that kind of talent through the exhaust systems he builds and the engines he makes. I'm lucky to have been surrounded by those people all the time and it's been pretty easy for me to latch onto them and help if needed. From my end I've always tried to keep an open mind and not pretend that I know everything. If people have advice for me then I certainly listen to it and decide what I use and what I don't. Also you cannot forget hard work because you will not get anywhere without that. We've always had a lot of talented riders around the shop and that has helped my learning process. It is a steep learning curve when you have fast riders around that you have to make happy!"

**DBR:** What can you put the success of Pro Circuit down to and in particular that longevity at the very top?

**JB:** "It's the passion for the sport and the bikes. Most of us raced when we were kids – myself included. We got spoiled right off the bat because the first year we had a race team in 1991 we started off winning. You get used to that, not wanting to sound arrogant, but it then makes losing unacceptable. In that first year we had really good riders and won a lot. It was a great feeling but the flip side was that it sucked to lose and it still does. There are a lot of good teams and riders out there and the competition helps you go to the next level."

**DBR:** Can you tell us something about Pro Circuit that people might not necessarily know?

**JB:** "We try to keep things fun around here and it can be hard to tell sometimes, especially at the start of the year if you come in the shop because everyone is wide open working. I think for the most part many of the people that Mitch hires and who come to the shop arrive because of the novelty of Pro Circuit but the majority are into motorcycles and are genuine enthusiasts and that helps when it comes to dealing with our customers. A lot of people who come in will latch onto one guy and believe that that Pro Circuit person is their specialist! I tease the guys about it but I think it is pretty cool because you see some nice relationships build and everyone gets wrapped up in the racing. It keeps the enthusiasm up and makes it not so much a nine to five job."



>>





# ROLLING STONE!

## THE BRIT MECHANIC WHO LEFT JAKE FOR JUSTIN...

**DBR:** So how did a 28 year old Brit get into Pro Circuit?

**OS:** "It happened quickly right after the Motocross des Nations. Team GB were next to the USA on the line and I knew Jon [Primo] and also Rob Walters who knows Mitch. Jon told me they were looking for two mechanics and I waited until the evening to speak to Zach who is the 250 development guy and it all coincided. I sent a CV and a covering letter and I didn't hear anything back. I was sat in my apartment in Belgium one night and I had a call and it showed a Riverside number and I thought 'oh shit'. A guy on the other end said 'Oliver, this is Mitch Payton...'"

**DBR:** So it goes to show about contacts and being in the right place...

**OS:** "It does! I knew that was my chance and with Mitch there wouldn't be another one. It came at the right time in my career and I was ready for it."

**DBR:** How about moving to California and coping with the culture change?

**OS:** "I came from Belgium and it actually felt a bit homely to come to this country. Some things felt the same and others completely different. When I moved to Belgium I struggled with the different language, a lot of things were closed at the weekend and it got dark very early! Here I can have more of a normal life compared to Belgium – almost like I would be in England. The guys go to the races but they come home during the week whereas in Belgium I was stuck there for months on end. I'm not really at the stage where I want to settle down because I'm here to get as much experience as possible and be part of the Pro Circuit empire."

**DBR:** What about all those races? Have you had a glimpse of that lifestyle yet?

**OS:** "A lot of people say the travelling is the hardest part and I'll find that out but for me it is something I wanted to try. I mean sitting in a van driving back from Russia for three days was pretty tough and boring. The races pass quite quickly from what I can gather and we're out of the places on Sunday. I've spoken to the guys at the shop and they have experience of the Nations and think it is quite a drawn-out affair – arriving Thursday, technical Friday and then Saturday and Sunday. The US stuff is much quicker."

**DBR:** What about your rider and do you have some banter with Dean?

**OS:** "Justin is a quiet kid and we've both come to Pro Circuit at the same time so we're in that 'wow' stage. Dean is cool and ready for the banter – he always wants to learn a new English saying..."

**DBR:** So it seems like you're here to make a good go of this...

**OS:** "I don't know where I could go if I left here. I have race experience and I know how a bike works and how to develop one. I'm not planning to go in the near future because I'm very happy and feel like I'm at a peak of my career... in a way it is like starting again here but Pro Circuit Kawasaki – it doesn't get better than this."

radiators and things like that. A lot of parts come direct from Japan.

"There is a guy who designs things just for the race team," he continues. "He lays them out on the computer and runs simulations. He can work out a different set of clamps and 'test run' them before they're even made. There is a whole trial and error development thing so if Mitch or someone else comes up with an idea then it can be trialled. Parts go through that process then through the race team and onto the shelves for the general public. It is interesting and a lot of the stuff to do with density of the materials and flex of the different products I've learnt since I've been here has been fascinating."

This factory status and resource is not something every AMA squad can boast. Add the suspension wing to the engine mods and exhaust specialities and it helps to explain just why so Pro Circuit can be so formidable.

"Lately there has been a resurgence in [suspension] technology and it seems like it has taken off again after a little stagnant period," says Bones. "There are the air systems but also

the internal parts and if you go off and look at other racing series like F1 – and I don't just mean suspension – there are plenty of other technologies around that might eventually transfer to suspension. I think there is always room for improvement and for technology to move to the next level. Costs set the limits a bit in our class because the AMA makes the rules.

"I get lucky because I work at the shop also during the week and we get customers who send in suspension from all the different brands," he justifies. "There is a lot of stuff – from other race teams, the amateurs, the Vets and that is something that gives me some good experience and background over the other guys to know what is going on and perhaps figure out some things a bit quicker."

Pro Circuit and Payton have always pushed for a healthy racing budget to ensure the hottest young talent – partly through their Team Green association – but also for the emphasis on the evolution of the machinery before them. In a sense this is the slipperiest ball for Payton to continually juggle.



Dean Wilson likes to hang out at Pro Circuit HQ



© Steve Cox

Justin Hill puts Olly Stone's hard work to the test





Martin Davalos has had a steady SX season



Jon Primo gets to work on Deano's bike



"The only thing that is becoming more evident is that to make large strides you really have to push the envelope and touch-on a lot of things that are really expensive and very fragile," the boss teasingly commented without going into specifics. "It means a lot of turnaround and that also puts the price up further and that is hard to justify – it is still just a dirt bike. We are always trying to find something that has more power, handles better and is lighter but everything has a cost too."

The heart of the race workshop area is where the mechanics meticulously construct the expensive fruits of these efforts over and over. Each individual has his place but they are all wedged together. The idea that Pro Circuit as a race team and a company involves a close-knit and committed group is visually obvious and this – combined with their technical might – is the core of the success and why it has grown with prestige and reverence. Stone has tasted the

formula already.

"Dedication and persistence," he advocates. "Mitch really wants to win and he'll do whatever it takes. It is all about developing and making the perfect bike. Everyone works hard and everyone does their job the best they can. For example the truck driver didn't need to be there in November and December but was at the workshop every day. They employ the right people and source the best products and then test and develop so much before the components go on a race bike."

"There is camaraderie and that's exactly how Pro Circuit works. It is a team and everybody helps everyone else out. Paul built Wayne's engine for the supercross and Wayne is happy with that because he's aware that Paul knows his stuff. I recently went to the test track with Tyla and then came back and stripped his engine because there is some development going on there and normally that would be left to the rider's own guy. In Europe I'd finish

my bike, wash my hands and go home but that's really not the case here and it was a surprise. Nobody is standing around doing nothing. It is really good like that and you know that somebody has your back."

"Speaking specifically about the race team I think the mechanics are by far the hardest working in the sport and I've been around a lot of teams because I get to help a lot of other people," says Bones. "You know, that doesn't always work. Hard work doesn't always translate into good results but at least if you don't win then it's not because you didn't try."

"I worked two years at every previous team," recalls Stone. "The first year was to learn about the process and how the team worked and then I didn't move on until I had a better offer. I feel I progressed every time and didn't take a step back. Coming from Jacky's [Martens' Nestaan KTM team] to here was a big step, it was not like I was a factory KTM mechanic which







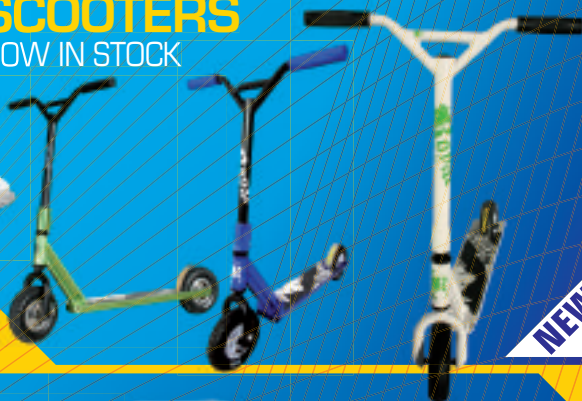
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I think would be the most similar to Mitch's set-up in terms of shaping a bike that is capable of winning."

What about the actual work then? "The hardest thing is trying to teach an old dog new tricks," says Olly. "It took me that initial period to feel confident in building a bike to their spec. There is not a major change from what I was used to but I had my system for seven years and I could do it blindfolded but here I had to learn a new sequence. I used to put the engine in the frame and put the radiator on and then the hoses and the throttle body but here the engine goes into the frame with the linkage already on the swing arm and the rear end constructed, which when it's on the stand makes sense because it's stable and then you could build it on any stand. You start back to front and I didn't have cause to question it."

"At Pro Circuit there is no 'engine guy'," offers Lumbair. "Each mechanic is responsible for the race bike, practice bike, race engines and practice engines so there is a lot of work. Pro Circuit have a specific method – each engine must be built for each race and the mechanics must follow this method. I think this makes each

mechanic prouder when his rider does well and I also think this system gets a lot of respect from the industry. If you work at Pro Circuit as a mechanic, you are one of the best there is."

On the other side of the work bench is the rider and the pressure to match the rest of the PC crew is keenly felt, especially among the current generation who know or knew they were becoming part of arguably one of the most desirable racing annals.

"During the week, I usually test with the team two full days," insights Durham. "On the other days I drive my van to the track and ride my motos. I bicycle three days a week and do physical therapy daily. Then during race season we are gone Friday, Saturday, Sunday. I'm not sure how many hours, but it takes up all of my time!"

"I believe the success comes because everyone who works at Pro Circuit is so passionate about the sport," he adds. "They all work hard and strive to be the best."

As the race team creeps closer to 25 years of competition and Pro Circuit shows capable signs of having dealt with the economical crisis it seems there is no slowing the juggernaut. 2013

might see the venerable owner wearing more frowns than smiles so far but the pristine black and green Monster bikes in the AMA paddock are still very much the shining example. Pro Circuit are not so much climbing to reach the pedestal but forever trying to claim the right to be on top of it which brings its own set of pressure and expectations as each season rolls into a constantly decreasing off-season.

"I guess I lose track of that sometimes," comments Bones on the way Pro Circuit are always targets for the opposition. "Again I have to go back to Mitch on that one because it is not okay for him to lose so it's not okay for us. He is not afraid to do whatever it takes, whether it's spending more money or hiring more people or figuring out a way of getting the best talent to come to our team. I know one thing we've never done is climb up on that horse and think 'well, we're the best' because you know that someone can come in the following year and knock you off pretty easily. So each year comes and we think 'we have to work even harder now' to keep winning. To be honest a couple of years ago I didn't think that was possible but we figure out a way each season!"





# SLOP

THE MAXXIS GETS OFF TO A STICKY START IN SOUTH YORKSHIRE...

Words and photos by Suttly

**B**ack in the 1960s scrambling – that's old school motocross y'all – used to regularly appear on t'BBC throughout the winter months. Riders like Dave Bickers, Vic Eastwood and Jeff Smith battled it out through axle deep mud in the Grandstand Trophy series and more or less became household names on the back of it.

Since then motocross has come on leaps and bounds – except for the amount of mainstream TV coverage it receives – and we now enjoy vastly better tracks, better facilities, better bikes and even better event promotion. But has all of that actually made the sport any better?

If you were one of the 3,000 or so paying

spectators who bravely attended round one of this year's British championship then you might well doubt that it has because the racing was directly comparable to a '60s scramble with barely recognisable riders slogging their way through shi\*ty mud holes on steaming – and at times sickly sounding – four-strokes.

While it's fairly obvious that there's only one thing to blame for the opening round of the series being somewhat disappointing – that's the weather – you've got to ask should the event even have been run in those conditions at all?

I most definitely applaud Martin Craven and the FatCat team for having the foresight to build a facility that is capable of hosting an event of

this size in almost any weather. And the ACU deserve a pat on the back for having a Wet Weather schedule up their sleeves for such an occasion too but at the same time I think it's key to remember what we're all actually doing here.

Basically professional motocross only works in a business sense if it entertains people. And if the entertainment offered up by event promoters ain't all that entertaining then they probably ain't got any business being in business. And if they're gonna end up going out of business then all of those articulated trucks, enormous awnings, hospitality areas and hardstanding pits will be absolutely useless n'all.

Of course, all this said, if the weather had





*Nico Aubin yanks a killer holey as the rest of the pack reach for their roll offs*

# FATCAT

been as nice as it was 12 months earlier when the 2012 series launched iat FatCat in surprisingly toasty spring sunshine we wouldn't be moaning about it at all – it'd be business as usual. So with that in mind I'm gonna cut all the doom and gloom crap and focus on the positives – here goes...

Man of the meeting in my mind – aside from the marshals who made sure each and every rider made it out of there alive – has to be MX1 wildcard Tommy Searle who was head and shoulders above the rest all day long. Tommy's matured into a truly class act both off the track and on it and at FatCat he was most definitely on it, mastering the track as well as the

competition while having a ton of fun on his bike.

MX1 class runner-up Jonathan Barragan also impressed on the STR KTM. Not so much with his mastery of the conditions but with his actual want to do well. All too often imported talent can be indifferent to domestic title chases – especially if conditions are far from favourable as they were at FatCat – but knowing how much team boss Steve Turner wants to win the British championship I can only assume that the carrot being dangled is tasty enough to motivate the Spaniard ever so slightly. Whatever the reason JB was hauling and has to be considered one of the favourites to take the title if he can stay injury free.

Likewise Barragan's STR team-mate Adam Sterry impressed massively in the opening MX2 moto when he got a cracking start and had everyone flicking through their programmes wondering who the hell the #811 was as he chased early leaders Elliott Banks-Browne and Steven Lenoir before suffering goggle troubles which meant he lost a position to the hard charging Martin Barr just a few laps from home – not bad for a 16 year old who's getting ready to sit his GCSEs real soon.

Nathan Watson was another young gun who impressed in MX2 as did MVR-D's Arminas Jasikonas who's come on leaps and bounds over the winter and finished a stunning

>>



seventh overall in his pro class debut.

It wasn't such a rosy day for veteran Scots Stephen Sword or Irn Bry MacKenzie who found themselves in the mid-teens overall. Swordy ended the first race 11th sandwiched between James Dunn and Ben Watson and was running a much better fifth second time out until an off track excursion saw him get stuck in a swamp – he ended up 26th or something which is no use to man nor beast. MacKenzie meanwhile ran 13-16 which is a damn sight better than he managed here last year – happy times, eh Bry?

Mel Pocock was hell unlucky when his bike went pop on the opening lap of race one but with no championship aspirations – he's choosing not to race the full series – it was more of an annoyance than a disaster. He bounced back to win race two by almost 30 seconds over EBB setting a fastest lap a full six seconds quicker than anyone else could manage.

For Banks-Browne a 2-1 is a solid start to his title defence. "I'm really happy with today," he said. "In the first race I felt good and I wasn't trying too hard or anything and I managed to win quite easily. In the second race I didn't get such a good start and I got filled in on the first lap so I just had to take my goggles off because I couldn't see where I was going – it was just a big blur after that!"

Back to MX1 now and a look at some of the stand out performances in that class. Kristian Whatley surprised many by stepping on the podium in third overall. K-What seems stoked to be back on the MBO Yamahauler and looks capable of doing some real damage as the season progresses – he's only six points behind Barragan in the points chase with Lyng up next.

It's a quiet start to the year for the Buildbase Honda boys Steve Ramon and Nico Aubin who end the day fifth and sixth overall on their

super-silenced CRFs that are by far the quietest bikes out on the track. "That's the Akrapovic silencers – they're really good," claimed deadpan team boss Dave Thorpe when I quizzed him about it trackside.

After losing his Hooper Suzuki ride along with everybody else involved when the team folded pre-season it was touch and go whether Stuey Edmonds would even get a bike sorted in time for FatCat. Old sponsor TM stepped in at the last minute and after running the bike in during practice the Dubliner ran 10-7 in the points payers to claim seventh overall.

Angry Ned Parker claimed a cracking eighth after off-season knee surgery while Ross Rutherford – Scotland's winningest rider ever – made the trip south well worthwhile by claiming ninth overall on the Pendrich Kawasaki.

A Kawasaki pilot with plenty to do after FatCat is former champ Brad Anderson who



*EBB rips off his goggles as he chases Mel Pocock in moto two*







*Swordy struggled in the soaking sand*



*Before the rains came the track was actually in great shape*



*Steven Lenoir was fully prepared with an inflatable life vest...*

headed across the Pennines from his Penrith base on the back foot anyway because of a shoulder injury. Getting no further than the seventh corner in race one before his oil cooler was ripped off during contact with another rider Brad toughed it out for sixth in race two for 14th place overall some 41 points behind virtual points leader Jon Barragan – remember that Tommy ain't racing the full series...

While his results at FatCat don't show it's obvious that Jake Shipton's put in a load of hard work over the winter months and the Honda privateer who rode for Roy Emberson last year is a whole lot slimmer and much fitter looking than before. Obviously oh-so talented on a bike lets hope the youngster from Somerset translates those skills and his new found fitness into some solid results as the year progresses.

Two more riders who stood out for stuff other than their results are MX2 privateers Lewis Gregory and Jordan Booker. Lulu's the only two-stroke pilot in the whole series – now Matt Moffat has turned to the dark side in MX1 – and managed to take his underpowered YZ125 to 19th in race one by keeping on top of the slop.

Booker's performance was nothing all that special as he hits loads of bad luck and the odd fallen rider during the misty starts – apparently 40 red hot bikes getting splashed with freezing cold water create something of a sauna effect. What's way cooler than that steam cloud is the fact that after years of paying his way on to teams Jordan's decided to go it alone in 2013 and is running fairly standard Kawasakis. If that proves anything it's that you don't actually need all that BS to go racing at the highest level...







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JEM WHATLEY LEADS  
JACKY VIMOND ON  
THE WAY TO HIS FIRST  
GP VICTORY AT NEWBURY  
IN 1984

# RESURRECTION!

AFTER ALMOST 30 YEARS LAIN BARREN THE FOX AND HOUNDS CIRCUIT IS  
BACK BUT WHAT MADE IT SO GREAT IN THE FIRST PLACE?

Words and photos by Jack Burnicle



**T**he return of Newbury's 'Fox and Hounds' in Berkshire later this month brings back to life a track that hosted its last race almost 30 years ago. And what a 'last race' it was – the 1984 British 250 Grand Prix, won by Kristian Whatley's dad Jeremy on his factory RM250 Suzuki...

But the history of the Newbury Club far preceded that memorable weekend. For many years they ran the famous annual 'Battle of Newbury' motocross round their original fast, undulating Fox and Hounds circuit, a beautiful venue adored by riders and fans alike. In 1967 a Somerset-born ex-rider moved east to work at the atomic energy plant in Abingdon and joined the Newbury club. His name was John Horler.

Already interested in promotional aspects of the sport, John would go on to enjoy enormous success running British 125 and 250 GPs (including the world's first ever combined 125/250 round in 1996) and the Weston Beach Race. He initially enrolled to represent the club's junior riders but within 12 months was on the committee as press officer. And in 1972 the ambitious electrical engineer promoted the club's first European Sidecar Cross Grand Prix, a spectacular meeting dominated by unforgettable muscular Swiss giants like Robert Grogg and the Halle brothers that also introduced ragged Geordie rascals Kim and Peter Logan to an astonished wider audience!

It became a world round in 1973 and ran with glittering success until 1975 when Nick Thompson won a memorable home victory. Then a Newbury bypass got the go-ahead and bit through that original, fabulous Fox and Hounds track but a new plot of rather shabbier land was found not far away – a harsh, stoney hillside with oddly boggy patches perched handily alongside the A34 dual carriageway. The motocross editor of 'Motor Cycle Weekly', Martin Christie, persuaded reigning 500cc champion Roger De Coster to come over from Belgium and lay out a brand new circuit on this rugged terrain. "De Coster designed a tight track that we used for our first 250 grand prix in 1976," recalls an ungrateful Horler! "We held trials and timed trials as well as motocross there."

That inaugural 250GP boasted remarkable names from a bygone age as well as tantalising glimpses of a fantastic future. Sponsored by local brewery Courage, both races were won by Russian former champion Gennady Moisseev (KTM) ahead of defending champ Harry Everts (Puch). Third in the opening moto of his first ever 250GP was future champion Neil Hudson (Maico), in front of Czechoslovakian Antonin Barbarovsky (CZ), American Jim Pomeroy (Bultaco) and another Russian, Anatoly Ovchinnikov (KTM) – grand prix winners all. Ninth was veteran six-time champ Joel Robert (Puch) ahead of class rookie and double European 125 champion Andre Malherbe (KTM), Jaroslav Falta's CZ and current Suzuki MXGP supremo Sylvain Geboers on a Maico. And it gets better; third in race two was Moisseev's best pal and KTM team-mate Vladimir Kavinov who won a colossal contest with Barbarovsky ahead of Robert and Malherbe. Eighth place went to the only Japanese machine in the results, Torleif Hansen's Kawasaki and the 12th finisher was another great Swede, future champion Hakan Carlqvist on an outclassed Spanish Ossa!

The track was redesigned faster and wider with a dramatic, sweeping first turn for 1977 but the awkwardness of the ground was amply illustrated when Graham Noyce and John Banks led a riders' strike because of dust at Newbury's British Open championship round. National championship meetings nonetheless remained a regular feature of the Fox and Hounds and it was there, in 1982, that teenager Dave Thorpe lost the British Open title when his Kawasaki suffered a rare breakdown.

A year later Horler, now working in central London servicing computers, achieved another personal milestone when he ran the Subaru Challenge for BBC television's illustrious Saturday afternoon programme 'Grandstand'. I remember this vividly >>



Next time he went he was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

Jack Burnick is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnick, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked.

DAVE THORPE HOWLS OVER THE PIRELLI LEAP IN THE 1983 BRITISH OPEN C/SHIP



DESCRIPTION SIGNALEMENT

Beaver	Titulaire	★Wife	Femme
Occupation	GRAPHIC DESIGNER		
Place of birth	BILLINGHAM		
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for two reasons – being roped in to assist frenzied TV commentator and F1 legend Murray Walker (my first experience of such work!) and a nasty crash that ended the career of Suzuki mounted Ulsterman Stephen Russell. Hawkstone Park and the Salop club had taken over the British 250GP from 1977 until 1983 but regained the 500s for 1984. John Horler was by this time chairman of the Newbury club and his bubbling little wife Marge secretary, so they bravely plunged in to organise that season's 250 world round.

Genial Austrian giant Heinz Kinigadner (KTM) arrived fresh from a double win in Czechoslovakia that punted him to the top of the charts ahead of Suzuki duo Gert-Jan van Doorn and Jem Whatley and Frenchman Jacky Vimond (Yamaha). Since 1976 the track

had opened out into a spectacular high speed blast, the top, banana-shaped straight flat-out in fifth gear across two huge jumps – the second called the 'Pirelli Leap' – before it veered downhill then swung back up on to the long, wicked 'DBR Straight'! My programme intro mentioned all the main men but missed out several unexpected dark horses who emerged excitingly on the day – Swedes Jorgen Nilsson and Sven Berggren, wild Italian Alberto Barozzi and local lad Andy Nicholls would all make their mark...

Sunday May 20 dawned dull but dry over the pleasant green Berkshire valley and despite dark clouds looming overhead it stayed that way for a large, expectant crowd. Whatley delighted them when he holeshot and led race one but wild card Nicholls, riding a one-off grand prix for Alec Wright's Team Green Kawasaki, was on his tail. Nicholls took the lead but Whatley pressed him to the end, less than a second in it at the flag. "Jem wasn't going fast enough so I thought I'd better get past," said bushy-haired Berkshireman Nicholls. "But I couldn't let him through on the finishing line. I'm not allowed to do that!" A brilliant British one-two with Kinigadner third ahead of Berggren, Belgian Marc Velkeneers (Giler), Maurizio Dolce (Honda), Nilsson and a teenaged Australian newcomer called Jeff Leisk!

An equally invigorating second moto saw Nicholls and van Doorn flattened in an early pile up then featured a huge scrap for supremacy involving Vimond, Nilsson and Barozzi until, on the penultimate lap, the latter's Yamaha flew end-over-end off the Pirelli Leap in one of the scariest crashes I've ever seen. Thankfully Alberto survived intact, leaving Nilsson (Honda) to record his maiden grand prix race win. After an early collision Kini powered his way back to sixth place while an edgy Whatley scrapped hard to finish fourth and claim his first grand prix victory, mounting the rostrum alongside surprise packages Nilsson and Berggren!

Downfield, former 500GP stars Jean-Jacques Bruno, Ivan van den Broeck and Geoff Mayes expressed their dislike of 250 grands prix. "They are too tough," said a rueful Bruno. "I'm going back to 500s!" Mayes, who raced the 1976 250GP as a 20 year-old, agreed. "The 250s are more youthful, zestful and racey," he said. "Like I was eight years ago, I suppose. Who are these guys?"

Rain finally began to fall through a murky English evening. 60 miles away, in London, it had poured down all day. It turned out to have been a great swansong for the Fox and Hounds. The landowner, Captain James Fairhurst – who had a house at the back of the course – decided to stop all racing after the grand prix and that, suddenly, was that. Though Captain Fairhurst did tell Horler he had some land near Swindon that had belonged to his late mother. So it came to pass that in the autumn of 1984 John Horler first set eyes on a vast chasm cutting through the windswept chalk fields of Wiltshire called Foxhill. But that's another story...



CZECH MIROSLAV HAKM (CZ, 8) CHASES 20 YEAR-OLD GEOFF MAYES (CZ), 1976 BRITISH 250 GP, NEWBURY



HEH + POINTS FOR KEVIN FROUD, LEADING MARC VELKENEERS GILERA IN RACE TWO - FROUD'S FIRST 45 MINUTE MOTO!









## AN UNFAIR ADVANTAGE!

A MONO SHOT OF THE START THAT NEVER WAS...

This was a false start to the 1976 British 250cc Grand Prix at Newbury's Fox and Hounds circuit. Unexpected leaders were former British champion Andy Robertson (Montesa 34) and New Zealander Ivan Miller (Bultaco 36), ahead of Jaroslav Falta (CZ 6), Jean-Jacques Bruno (KTM 15), Harry Everts (Puch 1), Bob Wright (Maico 33), Anatoly Ovchinnikov (KTM 26), Daniel Pean (Maico 14) and American Jim Pomeroy (Bultaco 22). The pursuing pack includes Torleif Hansen (Kawasaki 19 – the only Japanese bike in the race!), Rob Hooper (Maico 31), Andre Malherbe (KTM 5), Neil Hudson (Maico 32), Hakan Carlqvist (Ossa 21), Raymond Boven (Montesa 3), Gerard Rond (Yamaha 17), Antonin Barbarovsky (CZ 7), 'Coco' Gomez (Ossa 137), Rob Taylor (KTM 37) and Miroslav Halm (CZ 8). That's four world champions and 14 grand prix winners – and stranded on the start-line are multi-world champions Joel Robert, Heikki Mikkola and eventual winner Gennady Moiseev!



# FULL

AFTER A DECADE SPENT CHASING  
SUCCESS ELSEWHERE GNARLY VETERAN  
TANEL LEOK IS NOW RIGHT BACK WHERE  
HIS CAREER FIRST TOOK OFF - IN BLIGHTY  
WITH THE MOTOVISION BOYS...

Words by Adam Wheeler Photos by Ray Archer

**T**here's no doubting that Tanel Leok works hard. As one of the fittest – and most scarred – racers in the GP paddock the 27-year-old Estonian's commitment to success just can't be doubted. But no matter how hard he tries it seems like there's always something holding him back – whether it be another niggling injury, his inability to get away from the line or simply something else.

Hoping to turn his luck around Tanel's returning to a team that were instrumental in getting him his very first factory ride way back in 2004. That was the year that Leok raced the Maxxis, GP and KWS championships for Motovision Suzuki who turned the struggling 125 class rider into a real MX1 class contender who was capable of regularly running top five on the outdated RM250 two-stroke against the factory 450s. As well as winning the KWS series that summer another highlight came when Tanel was picked up by the factory Suzuki team for the final six rounds of the world championship as a replacement for the injured Joel Smets.

Since then he has ridden fulltime for two factory teams (Kawasaki from 2005 to 2008 and Suzuki in 2012) and three other brands – Honda, TM and Yamaha – winning three GPs in 'Green', 'Red' and 'Blue'. His re-alliance with Mark Chamberlain means 2012 welcomes his eighth different team through 125 and MX1 competition. We hooked up with Tanel to see how his Motovision homecoming is working out and to get his thoughts on his career as well as the state of the sport in general...

**DBR:** It's been 10 years but you're now back in Britain with MVR-D...

**TL:** "Yes... to be honest they were one of the first to offer and I thought 'why mess around when a ride is available?'. I also knew the guys well and realised it would be good for them to establish themselves on the GP scene again. I had a few stupid problems at the first round in Qatar but otherwise it's been fine so far."

**DBR:** Stupid problems?

**TL:** "Well I had an allergic reaction to something and my face was all swollen – it was weird! Being back on an English team is okay but we've been

fighting time and a few parts have turned up late. It could be better but I'm pretty happy. There is a little bit of a lifestyle change and I know I will be busy with those British rounds and 18 GPs but it won't be so bad. In my case the schedule is okay because I feel that I need to race every weekend to make myself better. I always build up more speed after a few meetings. I just need to race so for me that calendar is fine."

**DBR:** Last year when you were on the works Suzuki you had the left ankle problem for quite a while. Is that a good example of how a minor injury can ruin a whole season?

**TL:** "Yes. I was scared to disappear to get it fixed because if you don't get the results then the deal goes away – I need to make results. In the end that injury didn't turn out to be minor because I had to have an operation this winter and could only start riding and training in January. Everything started earlier this year so I still feel that I'm not 100 per cent ready. After I had an injection last summer I had less pain but – I think it was in Latvia – I hurt it again. After Russia I needed another injection and then because I had more confidence to get the bike and leg into the left corners the results started to pick up."

**DBR:** Do you still find your nationality is quite a handicap at this level in the sport when it comes to deals? And I don't mean just for teams but for kit and personal sponsors as well?

**TL:** "A little bit. When you are popular or you are on a good streak then there is not much difference but otherwise you tend to find that Italian companies take Italian riders, French take French. There are not many Estonian companies in this sport! In fact most of the deals I have come through the teams in the world championship."

**DBR:** Looking back on your career there are some highlights and some not so great moments...

**TL:** "For sure. The factory Kawasaki years were not easy. In the first year I had a knee injury and at the beginning of the season we had the two-stroke because the four-stroke was late coming and when it finally came it hadn't had much development. At the end of 2005 it was getting better and I started 2006 in a good way and was second in >>





| profile

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the world championship at one stage. That was the year I felt the best but I had a stupid accident and hurt my right shoulder – the crash was actually similar to the one I had on the factory Suzuki last year when a rider had fallen on the other side of the jump and I couldn't see him. The shoulder was a wreck and I carried on the season using painkillers and not being able to train at all on the bike during the week. I went race-to-race and did what I could. I finished fifth but I should have been top three. I had a big operation and everything was destroyed – the capsule, the tendon, ligaments. It was a big reconstruction."

**DBR:** Is that the worst injury you've had?

**TL:** "One of... but I think the worst was the kidney problem I had when I was small. The shoulder was a mess but I was able to race during the season with the medication. I could still ride. The crash happened one week before the first GP and I finished on the podium at that race and again the next but I dropped off in the summer because I couldn't ride the bike and my performance went away. Sometimes the injections worked and sometimes they didn't. Looking back now I should have had the operation after the crash."

"Anyway in '07 we were in a good way but then Jan [De Groot, famed tuner and team owner] died. He was the one with the experience and the knowledge. It went a bit wild after that. Nobody knew what to do exactly. He was the key to that place and made everything happen. It became a struggle and not just for me but the whole team. People carried on working and it was okay but on the technical side he was the main figure in terms of preparing the bikes. Jan knew what to do with the four-stroke."

**DBR:** People who know the sport and are aware of what you have done in GPs will know that those Kawasaki years was the last time you've been with a team or brand for more than one season. Since then there has been a lot of chopping and changing. Has that been frustrating as well?

**TL:** "A little bit yeah. You do find yourself thinking 'please just give me two years'. That was the case with De Carli in 2009. They changed to KTM at the end of that season and I wouldn't have been too bothered about that but I was keen to stay with the team. I knew the people and how they worked and knew what I needed to do and my side of the deal. With every change you almost have to start from zero and begin to learn about the staff and how they do things. Even with Kawasaki, I used that first year to adapt and then the second season was coming good... it is frustrating."

**DBR:** You've changed teams a lot but it seems like you are a popular person – there's never a bad word said about you...

**TL:** "I try to get along with everyone. If a team doesn't sign me then I understand the situation sometimes and don't get mad at them. On my side I prepare myself to be 100 per cent ready to race – I don't fool around or do stupid things and generally follow a team's guidelines."

"Maybe earlier in my career I needed to be harder with some teams because I was too easy-going. I wasn't demanding enough about the way things should be in terms of preparation or the bike or the way to work. I didn't really know what to say to people and then when you get into factory teams you can feel a bit lost."

**DBR:** What would you say to that young Tanel now if you bumped into him?

**TL:** "Probably that he should be a bit more open with people but also if he has ideas not to be scared to speak out."

profile

Tanel's definitely not scared of hard work



Having won on Honda before Tanel's confident of success in 2013





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Life Without Limitations



Tanel had a slow start in Qatar and Thailand but was back on the gas at Valkenswaard



FT  
GIRL



**DBR:** An example?

**TL:** "Like when you go into a factory team don't believe and accept that it is already the best. You can make it better. They have so many resources and capabilities. You need to have some confidence to try crazy things."

**DBR:** Your experience in this paddock is phenomenal and you've ridden six brands of machine – everything bar Husqvarna in fact. If you could construct a perfect bike from all of those motorcycles what would you build?

**TL:** "I would get into trouble if I said that! I'm riding a Honda now..."

**DBR:** Well, if you look back in your career then...

**TL:** "I really liked the factory four-stroke engine I had with Suzuki back in 2004. Maybe it was just because of the feeling of power I had switching from the two-stroke to the four-stroke for the first time but I have good memories. The chassis was not so great on that bike and it was hard to turn. I found with the two-stroke I could still make the same lap-times sometimes."

"The LS Honda and the De Carli Yamaha both felt very light and the works Suzuki last year was also very agile. The Honda I have now also has that light feeling somehow and is quick to corner which I really like."

"The TM was a good bike. It was special. We figured out how I wanted it by the middle of the season and it clicked with the engine and my starts were good. People should not think badly about the TM because it is a good bike. I finished second in two motos so it is possible to win with it."

**DBR:** Teams must want your feedback and knowledge when it comes to development...

**TL:** "Actually not so much. A little bit. But, like I said, now it is about more how I want the bike. I came here and said to Mark 'this is what I have been doing' and 'this is how I want the bike to be'. At another time in my career I wouldn't have spoken much and just ridden the bike as it was."

**DBR:** It doesn't seem like you've changed your hard style much over the years. Suzuki said to me they wanted you on the factory bike last year

because they knew it would be a good test for the machinery. Is that reputation of being hard on the bikes okay with you?

**TL:** "Yeah and it's also difficult to change after so many years. Physically I haven't found myself in a position where I need to change my style either and my fitness is so good I wish the races were longer! Sometimes I click in the second half of the races when I get angry with myself for not being at the front – somehow the focus seems sharper."

**DBR:** Up until a few weeks ago you were the only father in the paddock. Does that change the way you view the job or look at tracks and jumps?

**TL:** "The family are not in the back of my mind when I train or race but then if I've been away for a while then I miss them. When it comes to racing then it's 'racing time' and I don't think about much else. I was quite young when I first came to Europe, just 16 and alone except for being with the team. The language and culture was very different and without a driving licence I was basically stuck at the house





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when I wasn't riding. You don't know what to do. You learn independence – cooking, washing and generally living. I missed a bit of normal growing up and when you're that young you need support. It would have been good to have a friend or someone of my family there. Having said that you see some parents are way too much into their kids' careers. Anyway, that's why I like to have the family with me all the time. It's good not to always be on your own!"

**DBR:** What kind of dad are you?

**TL:** "It depends. Kids can be hard work but they are also fun and I miss them when they are not around. I like being a dad, for sure. Maybe I'm a little bit strict sometimes but I believe you need discipline and that's how I've gone through my life. My Dad was hard, sometimes a little bit too much – and I don't want to be like that – but it helped with motivation and determination."

**DBR:** Seeing you on TV and in the public eye do you get any funny comments from Sebastian and Travis?

**TL:** "The older one, who is five, will tell me I have to 'give more gas' sometimes and that actually gives a bit more motivation! They are good boys and they both like motocross."

**DBR:** What's your view on the GPs now?

**TL:** "So-so. I really like some parts and the world championship comes together well but some other parts are not so nice. I don't like the idea



*Tanel's first term with MVR-D netted him a factory ride*



that if you crash or have a problem then you might not make the Super Final and have a chance at a second race – especially if you are a young kid. It is like the system only favours good riders and not the ones that develop slowly and show potential. Some riders really click when they get older and an example is Elliot Banks-Browne who started in GPs when he was very young and struggled but now is getting to the point where he's very fast. Mel Pocock also. They are both really good now but it would have been very hard for them in the beginning with a Super Final.

"Having said that the Super Final was nice. Having 40 riders in the gate meant that there was something happening everywhere I looked. That's just my opinion. I know they [Youthstream and the FIM] are looking to make it better but I think it should be done with 40 MX1 and 40 MX2 riders.

"If you look at MotoGP then if they mixed MotoGP and Moto2 bikes there would probably be good racing through the grid but the imbalance would be big. Here sometimes the 250s are not far away – and we've seen that at the des Nations – but it is not so fair. It's not great for the sponsors in MX2. I like that they are trying new things and looking for different ways to make motocross better and it is a brave approach but I think we need to keep looking and maybe these Super Finals are not the way. It is tough to keep everybody happy though!"





# VIENNA WHIRLY

VIENNA'S STADTHALLE HOSTS  
THREE NIGHTS OF MADNESS MORE COMMONLY  
KNOWN AS THE MASTERS OF DIRT...

Words by Ricky Monti photos by Ricky Monti and M.o.D





If you're a fan of freestyle and pyrotechnics you're bound to like the Masters of Dirt



A couple of years back I was lucky enough to meet a guy called Georg Fechter and his best friend Arthur Magnus in the back of a Monster truck. Georg (whose godfather is allegedly the one and only David Hasselhoff) is the main man behind the Masters of Dirt – something that started out as a collective of talent and is now much more. Although I'd heard of the MoD I didn't really realise how much of a big deal it had become until Georg showed me a film clip on his iPhone of their latest show in Vienna – a three night high-octane extravaganza featuring FMX, BMX, mountain bikes, snowmobiles, quads and the

Fuel Girls. It looked insane...

A few months later a watered down – and mystifyingly dirt free – version of the show hit the UK with stops in London and Manchester and while it was a decent night's entertainment didn't really come close to replicating what I'd seen in that video clip. It seemed that if we were gonna see the real deal there was only one thing for it – to pack our bags and head to Vienna. Unfortunately it wasn't possible for us to get across to the Austrian capital for this year's show – the Masters of Dirt: The Next Level – but our good friend Ricky Monti made the trip up from Italy to give us his own view of Europe's #1 FMX show...

>>





Jimmy Blaze backflips a buggy – bonkers!

# BOUNGING BUGGY

BACKFLIPPING BEASTS WITH JIMMY BLAZE...

Freestyle snowmobiler Jimmy Blaze left his sled back in Anchorage for this year's show and brought a Polaris Razor buggy instead. While it's more or less impossible to get very freestyle in a buggy Jimmy managed to wow the crowds by backflipping the 500kg creation 50 feet through the air.

**DBR:** Jimmy, why did you decide to do backflip with a buggy?

**JB:** "When I saw Rhys Millen do the backflip at Red Bull No Limits in a Chevrolet Truck I decided I wanted to do something new, not with a snowmobile but something with four wheels. I started to work with a new big ramp – a system similar to Millen's – two years ago and by last summer I nailed it for the first time."

**DBR:** What do you think about the MoD show?

**JB:** "I'm always travelling around the world to events but what I've seen here is the best in the world. I'm so happy right now I would do this show every night for the rest of my life even if I wasn't getting paid! The MoD crew is like my family and the show is amazing. I love my job!"

**DBR:** What's next?

**JB:** "I'm actually really busy. I fly home on Monday then set off to Australia on Tuesday. I've got two months of shows then I'll fly back to Texas for half a day before going to Mexico. After that it's straight up to Canada for a couple of snowmobile shows."

A tub of Vaseline is essential to perform this trick safely

Matej Cesak kills it on his 85



MONSTER  
MASTERS  
OF DIRT 2013  
THE NEXT LEVEL





Masters of Dirt – more commonly called MoD – has become a must witness event in Europe. And although many promoters over the years have tried – and are still trying – to imitate this kind of event the result is never quite the same. For this edition of the show the MoD team have pulled out all the stops and invited FMX stars Remi Bizouard, Libor Podmol, Edgar Torronteras, David Rinaldo, Jose Mirales, Max Bianconcini, Rob Adelberg and more as well as international snowmobile stars Justin Hoyer, Heath Frisby and Daniel Bodin fresh from his gold medal winning performance at the X Games in Aspen. Joining them are quad FMX stars Jon and Derek Guetter and all the way from Alaska – Jimmy Blaze and his buggy.

The show begins with the Vienna Stadthalle completely dark – with only the Fuel Girls and drummers hanging from the roof of the arena slightly illuminated by flames and spotlights. With the sound of warming up engines getting louder and louder event MC Torsten Pullich says “Hey guys, welcome to Masters of Dirt: Next Level. Are you ready for Masters of Dirt?” the crowd respond with a resounding “Yes” and so Torsten

asks “Masters of Whaaat?” and the crowd yell “Masters of Diiiiirt” and then all hell breaks loose as riders and bikes start to jump in all directions leaving everyone in a state of sensory overload.

For the next few hours there’s no let up in the pace and from whips to backflips – along with every trick in between – the action just keeps on coming. Highlights for me are Edgar Torronteras’ crazy whips and even crazier beatboxing, Benvido Aguado flipping an electric bike, two men tricking on one FMX bike, Jimmy Blaze’s buggy flip and a backflip train that sees 41 riders (two snowmobile, 18 dirt bike and 21 bicycles) all getting upside down and then riding away – the crowd love it!

It is little surprise that the man behind the show – Georgie Fechter – would pursue a career in show business as his father Herbert Fechter is the head of Austria’s leading entertainment and talent management agency. Now in his mid-20s Georg has been running Masters of Dirt demos and events for around 10 years but how did he come up with the idea for Masters of Dirt in the first place?

“I’ve always been a passionate MX and

>>



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**MASTERS OF DIRT 2011**  
THE NEXT LEVEL

mountain bike rider and fan and I wanted to form my own crew," explains Georgie. "So I came up with the name Masters of Dirt. At the very beginning we paid a German production company to put the events on for us but the people there had no clue about show business and how to entertain people. Their idea was to take freestyle – which is all about freedom right? – and bring back rules, federations, points and prize money. This wasn't freestyle to me so we started to produce our own shows designed to please the crowd with new highlights each year and make it possible for the riders to ride without pressure but still push the limits.

"It's grown and grown and now the Masters of Dirt is like a big family – everyone parties and has fun riding. A lot of the athletes – like Mad Mike Jones and the godfather of FMX Mike Metzger – say that MoD is the world's best freestyle show and it is a fact that there is no other show on the planet combining so much crazy action. A lot of people even have Masters of Dirt tattoos – even the godfather himself got his whole shin done – and I am so proud of everything we have created and when I say we, I mean all the people involved – everyone is amazing!"

But what's next?

"I'd really have to sit down and open up my mind and see what we can do for MoD because I think that we've pretty much reached the limit this weekend," says Fechter. I've got some plans up my sleeve that I don't want to make public now but there's definitely a next level to 'The Next Level'. I've already been talking to artists and riders about what we are going to do."

If you wanna see what Georgie and the crew have got in store then get yourself to Vienna between **Feb 21 and 23** next year. Tickets are on sale now from [www.stadthalle.com](http://www.stadthalle.com) while more information about the Masters of Dirt can be found at [www.mastersofdirt.com](http://www.mastersofdirt.com).



Spanish sensation Edgar Torronteras gets freaky



# ENDLESS SUMMER! *Part Two*

THE SECOND PART OF YOUR SPORTING YEAR SORTED...

Words by **Sutty**

**W**ith the GPs, British Masters and Maxxis championships already in full swing you don't need us to remind you that 2013's gonna be a sweet year for sport but you might need a little reminder as to what's happening

where and when. For that we've got your backs with the second part of our guide to the year in sport. If you missed part one you can check out that feature and the rest of last month's issue in our Digital Vault over at [www.dirtbikerider.com](http://www.dirtbikerider.com) right now... well, after you've read this, obviously!

*Tommy Searle's had a solid start to the year but can he keep it up?*







After winning the opening grand prix Clement Desalle's form has slipped



## JULY 7

KEGUMS, LATVIA

### MXGP #12

Just a stone's throw south of Latvia's capital city Riga, the sandy Kegums circuit sits right on the edge of town and is popular with the locals who just love to come out and see all the action. And in recent years they've seen plenty – including their golden boy Matiss Karro and British hotel toilet bomber Jake Nicholls. Flights to Riga are available from Ryanair so if you don't mind being charged extra for baggage, booking your flight and also wanting to use a credit or debit card (how else are you gonna pay?) then go check out their website as soon as you can.

## JULY 14

HYVINKAA, FINLAND

### MXGP #13

As well as being the home of Finnish four-time world champion Heikki Mikkola, Hyvinkaa will now also be known as the home of the 13th grand prix of the year in place of Semigorje as that round's been dropped from the calendar due to the Russian promoters hitting financial trouble. The Hyvinkaa track is actually quite similar to Semigorje though – flat but sandy and filled with man-made jumps – and should offer the MX1 and MX2 elite a good old work out. Nice switcheroo there Youthstream!

## JULY 20/21

WHITBY, YORKSHIRE

### RBPB #4

Actually named after British FMX star Daniel Whitby (after he flipped straight into a wormhole at 2011's Pro National and travelled back through time to the year 656AD where the gathered locals were so amazed by his sick skills that they named their settlement in his honour) the North Yorkshire seaside town hosts round four of this year's Red Bull sponsored series. Now with two days of pro racing rather than one, motocross festival goers get extra bang for their buck and with Whitby being one of the best tracks on the RBPB calendar and the North Yorkshire coast being oh-so beautiful this round's one well worth packing your tent for. YO21 1TN is the place to be...

## JULY 28

LAUSITZRING, GERMANY

### MXGP #14

FATCAT MOTOPARC, YORKSHIRE

### BRIT MASTERS #5

The last weekend of July is all about sand no matter which way you scratch it! South Yorkshire sandpit FatCat Motoparc hosts its second big race weekend of the year as the Wulfsport British Masters crew visit for the fifth round of their spectacular n' over subscribed series while over on the east siide of Germany the FIM World Championships head to the EuroSpeedway. The NASCAR style banked tri-oval is built on coarse sandy soil base so it's expected that the wholly man-made GP track should feature the same. Interestingly the track will be built mostly in the infield of turn one so fans can spectate high above from the banked corners and even from the main grandstand too. Nice. The circuit is more or less slap bang between Berlin and Dresden around 80 miles south of Berlin Schonefeld airport – or you could road trip it and do a double-header with Loket. Just sayin'...

## AUGUST 4

LOKET, CZECH REPUBLIC

### MXGP #15

CANADA HEIGHTS, KENT

### RBPB #5

Loket and Canada Heights are two of my favourite tracks in the whole wide world and although their surfaces are way different their layouts aren't wildly dissimilar as both have short sharp drops, horsepower hungry hills and a technical jump or 12. They both produce great racing n'all and if Loket weren't 960 miles away – while Canada Heights is only 275 – then it'd be a tough call as to where I'd be headed that first weekend of August. As it is I'll see you all in Kent. Canada Heights can be found at BR8 8DX not far south of the Dartford Crossing while Loket is in the western region of the Czech Republic.



## AUGUST 11

HAWKSTONE PARK, SHROPSHIRE

### BRIT MX #7

After a short summer break the Maxxis series resumes in the brutal sands of Hawkstone Park for round seven. It'll be the next to last round in the championship and so it's not unfeasible that we could well see champions crowned here although that would require a certain amount of dominance which we're unlikely to see in a series as stacked as this. Whatever, things are bound to be heating up by the Hawkstone round so it's another not to miss! Set your Sat Navs to SY4 4NA...

## AUGUST 18

BASTOGNE, BELGIUM

### MXGP #16

BROOKTHORPE, GLOUCESTERSHIRE

### BRIT MASTERS #6

Almost ruined by wet weather last year the inaugural Bastogne GP turned out to be a good 'un with plenty of close racing around the fast and not so technical track that's situated in the south east of Belgium near to the Luxembourg border. The Belgian race marks the 16th round of the series. Meanwhile the sixth round of the British Masters will be going off next to the M5 near Gloucester as Brookthorpe hosts its first ever major meeting – well, for pro racers at least. The long time AMCA and BSMA championship circuit opens its gates for the Wulfscot crew midway through August and in all fairness it could be a cracking meeting as the hardpack slopes normally offer up some pretty intense racing. GL4 0UT is pretty much the closest post code to the track...

## AUGUST 22-25

MATTERLEY BASIN, HAMPSHIRE

### MXGP #17

The MXGP Festival is back at Matterley Basin for another four days of funanigans culminating in the 17th round of the MX1 and MX2 world championships. Before the fastest-fiddly and quarter-litre pilots on this planet hit the track there'll be EMX65, EMX85, EMX150, EMX125, EMX250, VMX, MX3 and WMX action too – that's a whole heap of motocross action right there. For regular updates on ticket and camping info point your PC, Smartphone or tablet towards [www.britmxgrandprix.com](http://www.britmxgrandprix.com) – woop woop! Matterley Basin can be found just off the westbound side of the A31 between Winchester and Alresford.

## AUGUST 26

LANGRISH, HAMPSHIRE

### KEN HALL TROPHY

Happening the day after the Matterley GP and going off just 15 miles along the A272, the 47th running of the Ken Hall Trophy could well be the best ever if enough international stars stay over from the GP for the Bank Holiday bash at Manor Farm. What could make things way more interesting if they do is the fact that some of the leading Brits (who aren't willing to stump up a 1000 euros to race the GP or are too old for MX2 at world level – unless they're women) will be daisy fresh on t'Monday morning while the world championship regulars could be feeling the effects of a long weekend on the gas. Basically, it could make for some close racing! GU32 1RG is the post code you need.

## AUGUST 31/SEPTEMBER 1

HAWKSTONE PARK, SHROPSHIRE

### RBPN #6

Four weeks after the Maxxis hits Hawkstone the Red Bull Pro Nationals swing by for two full days of race action around the sandy Shropshire circuit that's infamous for its huge hill, sand pit and whoop section that's no longer there – d'oh! Even though it's changed ever so slightly over the years Hawkstone's still as brutal as ever and one of the toughest tests of man and machine in the UK – see how the Pro Nationalists handle it on the August/September switchover weekend.

Hawkstone Park hosts a plethora of championship action but none of it will feature Kevin Strijbos



Nico Aubin will be going all out to retake the RBPN MX1 title







Farleigh's the place to be this autumn as the Vets MXdN hits town

The real MXdN takes place at Teutschenthal in September

## SEPTEMBER 8

LIEROP, THE NETHERLANDS

### MXGP #18

PONTRILAS, HEREFORDSHIRE

### BRIT MASTERS #8

Oooh September 8 is all about the eights – and I ain't on about fat ladies. Nah, it's the eighth (and final) round of the British Masters at Pontrilas and also the 18th (and final) round of the world championship at Lierop so this is the weekend that we'll definitely know who's won those championships in both MX1 and MX2. The Pontrilas circuit is just off the A465 between Hereford and Abergavenny just on the good side of the English/Welsh border "wink". Lierop meanwhile is one of the world's most brutal sand circuits and can be found just to the east of Eindhoven in the southern part of the Netherlands.

## SEPTEMBER 14/15

FARLEIGH CASTLE, WILTSHIRE

### VETS MXdN

If you like watching bikes that smoke, foul plugs and are too old for MX2 – (that's more than 23 years old) being ridden by international past masters who creak, groan n' moan around a grassy field near Bath then the Vets MXdN at Farleigh Castle might just be your cup of tea. This total one off just keeps getting bigger and better and it's without doubt the globe's greatest collection of old bikes and old racers doing what they do best – race! And the Farleigh Castle venue is perfect for it all n'all which makes the entire weekend one you don't wanna miss. All the action can be found at BA2 7RS while more info on the event is here – [www.vetsmxdn2013.co.uk](http://www.vetsmxdn2013.co.uk).

## SEPTEMBER 21/22

CULHAM, OXFORDSHIRE

### RBPN #7

Just like last year the seventh and final round of the Red Bull Pro Nationals goes off at Culham Park – near Abingdon. Renowned for being super fast and super rough the super gnarly track and super picturesque setting should make for a super final round for the Pro Nationals superheroes. Got it? Super. Head to OX14 3DA to see it all go off.

## SEPTEMBER 29

TEUTSCHENTHAL, GERMANY

### MXDN

The defending champs will be hoping for a home advantage as the Motocross des Nations heads to Teutschenthal at the end of September for its annual running. Teutschenthal is quite a small facility and with fans travelling from around the world it should be packed out for the Nations which means that the atmosphere will be amazing. Best bet for travel is to fly to Leipzig and then hire a car – the nearest town with a plethora of accommodation is Halle but be warned rooms are getting booked up fast. If you can't be there in person then Motors TV and [www.mx-life.tv](http://www.mx-life.tv) should be able to hook you up in the comfort of your own living room...

## OCTOBER 6

FARLEIGH CASTLE, WILTSHIRE

### BRIT MX #8

The last big motocross race of the year on our radar will be the final round of the Maxis British Championship. Set to go off at Farleigh Castle – which is not exactly a masterpiece of modern MX track building – on the first weekend of October the old-school grassland circuit will offer up quite a different challenge to the UK elite who perhaps aren't used to riding on grassy off-cambers and 50 year old bumps. It's the same for everyone though and with championship titles potentially on the line could offer an exciting end to the season. Unless there's a landslide of massive proportions between now and October the Farleigh Castle circuit should still be findable on the Wiltshire/Somerset border around five miles south east of Bath. Stick BA2 7RS in yer Sat Nav if you're that way inclined...



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# JAMIE LAW

## COCKERMOUTH'S FASTEST MX RACER — AND THE WORLD'S #2 RAT CATCHER — COMES CLEAN...

INTERVIEW BY JP O'CONNELL PHOTO BY SARAH GUTIERREZ

**Q:** How does it feel racing a GP on Sunday and then being back to work on the Monday?

**Alex Brown, Bridport**

**A:** "It's fine, I don't have that hard of a life at work really. My dad is my boss and he wants the motocross thing to work for me as much as I do so time off is never a problem. I actually don't mind going to work — if it was bikes all the time I think I would get fed up of it anyway. But in between GPs when the top guys are chilling, getting massages and things... well I do think it would be nice to get that opportunity!"

**Q:** When you had your little dust up with Goncalves last year the camera cut away just as he pushed you off the bike... did you properly tw\*t him when we weren't looking?

**Jimmy Martin, Melksham**

**A:** "For the sake of this article I'd love to tell you all yes! But the truth is I got owned! Haha, I'm just playing! Pretty much what you saw was what you got. I knew it wasn't the time or the place and I was so happy to score my first world championship point that fighting was the last thing on my mind — I purely just stood my ground. I did ask Rui if he would like to go somewhere quiet and sort things out afterwards but the truth is he is actually a good bloke who just got caught in the moment! He was very apologetic and we talk now when we see each other."

**Q:** What are your ultimate goals in motocross?

**Carl Allgood, Dagenham**

**A:** "My ultimate goal as a kid was to be world champion however I'm getting a on a bit these days and time is running out! My goal has always been to not get old, retire and think what could have been... I'm a hard working rider and I've had my fair share of injuries but that's life and things happen for a reason. If I give it my all now and know that I've been the best that I can be then I'll be happy!"

**Q:** Do you make more money riding motocross or from your day job?

**Duncan Lock, Crewe**

**A:** "I make a small fortune from both and I'm actually looking at moving to the Isle of Man because it kills me paying so much tax. Ha! Kids stick in at school because if you think you can make a mint from putting your life on the line and flogging your body week in week out then think again. It's not all rosy!"

**Q:** Please can you help. I have a rat living in my compost bin — how do I get shot of him?

**Alex Titchmarsh, BBC**

**A:** "Where do you live? If you live in Cumbria I know of an awesome company that offers good service and value for money. It will probably take three visits from either the best or the second best rat catcher in the world! If you don't live in Cumbria just get rid of the compost bin!"

**Q:** You've been racing at a national level for a few years now so how much did getting your first GP points last year mean to you?

**Aidan Miles, Bath**

**A:** "When you race a GP the aim is to score points — to get your first one is a huge weight off your shoulders and something no one can take away from you! I had a few races before that point where I finished 21st and those races are so frustrating because you don't work any less hard to finish 21st but you get nothing in return — only experience and strength! It's only one point but the hours of riding/training plus the effort and money that others put in — that one point is so hard earned!"

**Q:** Having tasted the GP life does this make you all the more determined to secure a full deal or are you happy riding the British national championships?

**Paul Trott, Salisbury**

**A:** "The GPs is where I want to be because they make you a much better rider — racing the fastest

people every weekend. There are a few riders out there at my level who have sponsor money behind them and unless you have that or people like Steve and Diane Turner who are prepared to give you a shot then it's virtually impossible for riders like me to move up! Saying that I'm happy racing in the British championship — I still have personal goals to achieve so I will keep working on them!"

**Q:** Jonny Walker, Rui Goncalves, Jason Lawrence. You have to fight one, race one and spend a night in with a cup of Horlicks with one... go!

**Edward Gould, Binegar**

**A:** "I'd fight Jason Lawrence, race Rui and brew up with Wobbler but swap the Horlicks for coffee and add a pack of digestives yar siders!"

**Q:** Describe your Qatar experience — how different was that from anything else you've done?

**Cian Best, Dorking**

**A:** "Qatar was a brilliant experience and racing the first ever GP in the dark is something to tell the grandkids about! I was so under prepared though with the heat and the 40 minute motos. Everything was difficult but it was a last minute deal between myself and Steve and I would have kicked myself if I didn't take it! Losail circuit is a cool place, the light could have been a little bit better but it was awesome for me to be a part of it!"

**Q:** You finished fifth in the British championship ahead of a herd of talent last season — what's it going to take for you to start landing some podiums and fighting for moto wins?

**Leon Toop, Ballemoney**

**A:** "Umm, I dunno — you tell me... I'm working on it! Motocross is all about confidence and staying injury free. I think the answer is just to keep working hard — I have a good team and group of people around me so watch this space!"





Chad Yarranton's gotta lotta passion to share



# LOVE OF THE GAME!

## HOW CHAD YARRANTON'S SHARING HIS PASSION FOR THE SPORT WITHIN THE SPORT...

Words by **Sam Hobson** Photos by **Olivier Richomme**

Something we see all too often in our sport is youth champions who disappear when they reach a certain age as the thrill of girls, cars and booze seem like a much better option than putting in a shed load of effort to simply carry on racing – especially if daddy's stopped paying for it all n'all.

The transition from youth to adult ranks can be tough enough on its own as the much higher level of competition makes some kids wonder if it's what they really want to do with their lives. With all those distractions and that tougher on track challenge it quite often takes real passion for a racer to move on from mollycoddled schoolboy front-runner to mid-pack roost fodder in the adult classes. Some give up, some make the switch successfully and then there are those that try and struggle before looking for a different way of doing things – Chad Yarranton being one of them.

Rather than quit the sport when things got tough Chad regrouped and ended up starting his own team instead – Passion Racing. We hooked up with the 25-year-old graphic design trainee to get the low down on what his team's all about, what prompted him to start it up and what experiences he's able to draw on to make it all work...

**DBR:** Chad, you've had a long motocross career so far. Talk us through a brief history of your racing career so far...

**CY:** "My racing started at a really early age. My dad raced just as a local club rider and I grew up around bikes so obviously I was going to get into it eventually. It all started when I was about five years old just at club level then I went on to do the nationals when I was seven or eight and had some success on the 65s – I was third in the BYMX.

"The following year in the 85s I had some success in the BSMA and got third in that then went on to win the BYMX. I suffered a few injuries through the big wheels then that took me on to the big bikes. My first year in on a 250F was a big step up as I went straight into the adults as well. I scored points in the Maxxis but had a lot of trouble with the bike – it was the first year Kawasaki made a 250F and I suffered with lots of DNFs.

"It was an up and down year. I scored a few points but didn't turn as many heads as I was expecting to – I kind of felt the pressure a bit I suppose. I went from success in the schoolboys the year before and coming into it on a high to thinking 'sh\*t, do I really belong here?'.

"Paul Rowlands from PAR Honda picked me

up in 2008 for a year and I rode in the Maxxis and DEP on a 250 two-stroke and had some good results in that. Then I found myself having a year on my own. I was left in a position where I either paid to get myself on to a team or did things on my own. That was kind of a turning point where I went to the AMCA because I couldn't really afford to fund things as they were by myself. I used to think if I ever went to AMCA then that was pretty much my career over with but it came to a point where it was either do that or motocross was finished for me."

**DBR:** During those early years you were selected to be on the ACU academy – what did that involve?

**CY:** "They picked a bunch of riders from motocross, trials and road racing and funded us thinking that we were going to be the next big things – Ray Rowson, Jim Murro, Sean Frayne and Oliver Sandiford-Smith were among the riders I was chosen with. They paid for us to have training schools and paid for us to have a proper dietician and training programs – they even went as far as having us go to the ACU office for etiquette classes so we knew how to speak properly on the podium! It was good to be a part of it and to be selected for that was a highlight of my career definitely."

**DBR:** You also raced some European rounds and Junior World Cups on the little bikes – tell us some more about that...

**CY:** "Luckily enough I was selected to do some of those and it was a great experience even though I didn't get the best results when I was there – it was a bit of a shock to the system! Coming from a background where I've not had a great deal of money, when these events came about we had to do whatever we could to get funding to go and race – my parents didn't want me to miss out on the opportunity to represent my country. We would run sponsored swims or sometimes rent a local hall, get a DJ and hold a party, and then invite everyone we could, everyone from my dad's work and have a raffle. We just did everything we could. They have been behind me forever."

**DBR:** So your family definitely shared your passion for the sport then?

**CY:** "Oh yeah definitely. Even just practicing, my dad used to work shifts and he would be on a night shift from 9pm – 6am and go without sleeping. He would get home, load up the bike and drive all the way to where we were going to ride. While I was riding he would sleep in the car

then drive home later, have tea and go straight back to work! It was a big commitment on my parents' side for sure."

**DBR:** So what lead to you starting your own race team?

**CY:** "I've always wanted to be involved with motocross and I still want to be even when I finish riding. I don't know anything else really – I've been doing it since I was three years old! The team thing all started when I was driving to the Dirt Bike Show in 2011. There was a local dealer wanting to help myself and one other rider but that all fell through on the way to the show. I spoke to him and asked if he wanted to catch up at the show and see if we could approach some more sponsors and his reply was that he'd closed everything up – had enough of motocross and closed the shop and closed everything else!

"Me and the other rider involved found ourselves without anything. I spoke to him and asked if he wanted to join me in doing our own thing and initially he was up for it as he didn't have anything else to do at the time. So I went round a couple of sponsors and tried to see who was interested but to be honest I didn't gain too much interest straight away.

"A bit further down the line he said he didn't want to ride for me and he was going to hold out and see if he had any more offers. I found myself at this point with the ball already rolling for the team and picking up more and more sponsors with me and no other riders! That's when I approached Lewis Abbott – he was my first MX2 rider and it was myself and Lewis representing Passion Racing in the first year."

**DBR:** What made you decide to run a team rather than invest your money in just doing your own thing? Surely that would be a lot less stress so what are the advantages of doing it this way?

**CY:** "I've been with Kawasaki for a long time – they would invite me to shows and press days and made me feel like a real part of the team and it was the same with PAR Honda. I wanted to set up a team so we would get noticed but also so I could bring other people on board because if I could help out the whole paddock I would. It seems to me that there are a few riders out there who I watch and I can see real potential in but they're just lacking something, whether it be funding or just the way they present themselves."

**DBR:** So do you feel like that's something you can help with?

**CY:** "I wouldn't say my team was a stepping





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# MALE BONDING!

KEEPING THE TEAM SPIRIT ALIVE...

When there's no racing Chad likes to take time out with his riders and kick back and chew the fat whether it's a training day with Alex Snow or a photo shoot with DBR – he basically likes to get all the riders together as often as possible.

"The team works really well but it's not always that the whole team at races at one time – everyone does different championships. That's why I try and set up days throughout the year when we can get together and have a good days training or just get together and have a good laugh – it all builds the team tighter. We're not just a team, we're all real good friends and it's like we're family."

stone but as much as I would like to keep these lads forever I'd also like to see them go on and do better things. With the team, the way I run it, and the way it looks I think it makes it easier for them to go out and get rides. People can see from the outside that they present themselves well, they always look good and have the right gear on and that sort of thing. For me helping a rider become more valuable is something I want to do."

**DBR:** Which riders are you helping out this year?

**CY:** "There's myself in the MX1 class doing British Masters, the AMCA championship and hopefully the IMBA. Alongside me in the AMCA I have Paul Neale in the MX2 class – he's doing the AMCA championship and the IMBAs. I have another supported rider in the MX1 class called Josh Williams but with a limited budget I just want to help him and my aim is to see an improvement during the year – if we can do that I'm happy. We also have Kyle Lane in the MX2 class and Josh Bunter in the 85s."

**DBR:** Seeing as you excelled when racing 85s and in schoolboys, do you think you will take on more riders in those classes?

**CY:** "I'd like to yeah. To be honest I'm thinking about running training schools just for schoolboy riders. You get a lot of trainers for expert level riders and I think everyone can always learn something – I've been training with Alex Snow



and still learn a lot and I've been riding 22 years. With having a good few years in schoolboys I do feel like I've got a lot to offer – I know how to approach them a little bit better so that's something I'm considering too. With little Josh on the 85 I can help him more because I know those bikes and it was only the other week I found some bits in my toolbox for his Kawasaki so it was good to be able to pass those down."

**DBR:** For 2012 Passion Racing has taken more riders and from the outside you look to have gone up a gear with regards to sponsorship and the presence of the team. How have you found getting support for this year?

**CY:** "I think it's gone well. In our first year we made a big deal of promoting Kawasaki the best that we could even though we weren't getting any support from them through a dealer or otherwise. This year it's paid off and we have great support from them. This doesn't mean that we advertise them any less now we have the support."

"The way I see it everybody that puts into the team deserves to get as much out of it as possible whether they give a little or a lot. I think it's been easier this year if anything, the sponsors have all been really happy with what we did last year and that's helped. We make a real effort to try and please all our sponsors. When you go to an AMCA meeting, they are really grass roots and there are a lot of guys

taking their bikes on trailers and it's a real down to earth club level event. When we bring our setup everybody takes notice and we stand out for the right reasons. I wouldn't be surprised this year if we get to the championship and there are a few more setups like ours. We're setting the standard."

**DBR:** To run a team like Passion Racing what kind of support do you need from brands to make it all possible?

**CY:** "We get really great support from Kawasaki with an allocated number of bikes. We also get an allocated amount of free race kit, goggles and graphics. Whatever we don't get for free we get for a very good price. When riders need something extra like a set of graphics – if the bike is looking scruffy – it's obviously in my interest as the team owner to have that bike looking its best so if the rider can't afford it then we will always help out and if needs be I would pay for new ones myself."

**DBR:** So where do you find funding for the teams running costs?

**CY:** "In the first year I put a little bit of money in to get the set-up we use at races. I got a deal through a gazebo company that I paid for and once we got some sponsorship money in from local sponsors I got that back. Now I offer various levels of sponsorship for people wanting to contribute financially – for example if somebody wants to put £500 in then they can go on the bike and team kit. If somebody just had £100 then we would put them on the team website. Now the team funds itself and the ball is rolling, sponsors from last year will do it again the next year and we pick up new ones along the way."

**DBR:** So are you thinking about 2014 yet? What are your plans for the future?

**CY:** "Oh yeah I'm always thinking about the future. I'd like to try and expand the team if I can. I'd like to expand the schoolboys and have one rider in each class as I'm only covering 50 per cent of the classes right now but it's all down to budget really. Not on Kawasaki's part, more down to whether I have enough kit and other bits and pieces. Each rider needs a reasonable amount for the season so we have to make sure we don't stretch that too far. We don't want a rider with only one set of kit for the season."

**DBR:** Running a team at a young age can't be difficult – do you take your work home with you?

**CY:** "I'm thinking about it all day long and even when I'm lay in bed at night I'm thinking about how the set-up will look the following weekend. Just ask Leah my girlfriend – she has to put up with me not saying a word while I'm answering emails all day. She's really supportive of everything so that's a great help. It's very time consuming doing all the race reports, Facebook, Twitter as well as everything else. It all takes time but without that we wouldn't get the support that we do. It really doesn't seem like a chore though – I enjoy running the team and it's a part of life for me."

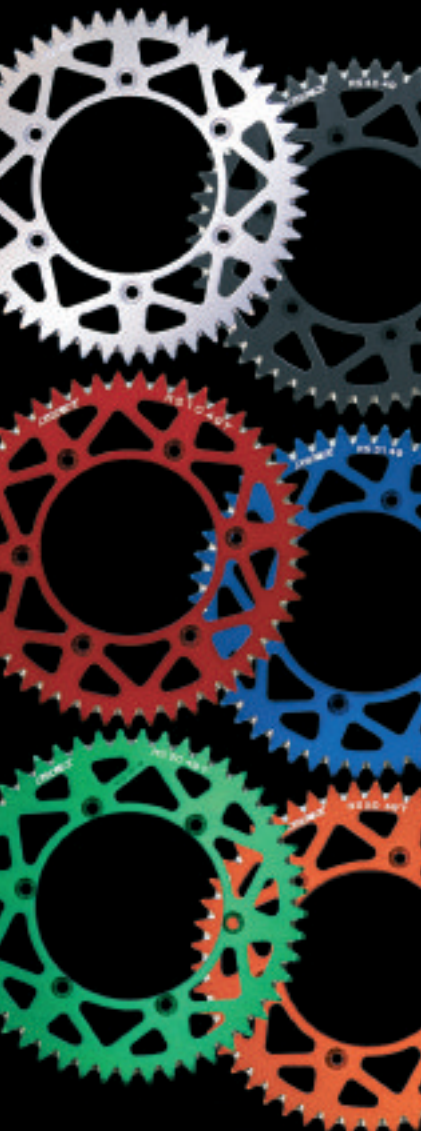
**DBR:** So will we see any Maxxis racers or even GP riders under the Passion Racing awning in the future?

**CY:** "I wouldn't go as far as the GP stuff and maybe not even the British championship. I'm hoping that in running this team people such as Paul Rowland from PAR Honda or Neil Prince from Heads and Threads Suzuki will see what I have achieved with little or no budget and then think what I could do with their kind of budget. I like to think when I'm not riding any more there's a life after motocross where I will still be involved in the sport."





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**F**ew cosmetic enhancements revive your bike's brilliance like a spanking new set of graphics but how often have you seen poorly-fitted graphics looking like carpet with a hamster trapped beneath? Yes, we refer to those dreaded bubbles.

It's pointless peeling back the graphic to let that air escape as modern graphics use single-contact hi-bond adhesive which bonds with equal adhesion to the plastic as it does to the actual graphic material. In straight talk you can lose as much as half the adhesive quality if you peel back the graphic for a second attempt and will quickly see your graphics hanging off.

Even worse, your jet wash will fling your graphics onto the driveway when you clean the bike usually landing adhesive-side down and wasting the cost of the graphics set. Some use the fated cure of pin-pricking the

bubble to let the entrapped air escape. Others insist on punishing the graphic and adhesive with a hot air-gun and hours of kneading the bubble to the nearest outer edge but – let's face it – these cures usually damage the adhesive or stretch the graphic. They often result in creased graphics or the jet wash blasting dirt under the edges where the adhesive is damaged or into a pin prick. Dirt and water gets forced between the decal and the plastic – no matter which repair you use – and the graphics soon looks dreadful.

The solution is prevention instead of cure. Simply fit them correctly in the first instance in a clean, warm, dry environment and most importantly with freshly cleaned hands. Oils in your skin will limit the adhesive qualities of the graphic. There are plenty of ways to do the job and all may be correct but our best results are found from the following procedure.

## STICK 'EM UP!

**YOUR GRAPHICS THAT IS – DR DIRT SHOWS YOU THE BEST WAY TO FIT YER STICKERS...**

Words by **ROBIN BAYMAN** photos by **ANDREW WALCH**





**01** Size up the graphic to be sure it is going to fit right. Bikes with aftermarket plastics often have slight changes to the shape of the plastic which calls for minor trimming.



**02** Be sure the surface is spotlessly clean. For old plastics make sure any traces of the old glue are removed with neat petrol followed by brake cleaner to remove any oils. For new plastics brake cleaner alone will remove any surface silicone.



**03** With the graphic sticky side up tear a strip off the backing paper down the centre of the decal. Avoid any contact with the exposed adhesive, particularly at the edges.



**04** After hovering the graphic over its desired position and allowing the exposed adhesive to contact the plastic make a final check at either side to see whether you are positioned correctly.



**05** The decal is now stuck in position down its centre. Slight pulling or twisting is still possible at this point without damaging most of the adhesive as only a small strip is in contact with the plastic.



**06** With the backing still on the outer edges, firmly rub the centre part of the graphic to secure it in position. Make occasional checks as the adhesive binds the decal to the plastics surface. This will be the final position of the graphic.



**07** Lift one of the wings of the graphic away from the plastic to pull away the remaining backing from the area you are going to stick. From the centre outwards press the contact face together following any tricky contours as you make your way to the outer edges.



**08** Simply do the same to the other side to get a perfect finish pressing the graphic home with a continual outward pressure and extra effort towards any edges or corners.



**09** Graphics which adhere directly to tanks have perforated holes as plastic tanks are slightly porous. Here, the graphic which contacts the rad scoop is solid material whereas the aligning piece which adheres to the tank has purpose-made perforations to prevent ugly bubbles forming.



# ALL CHANGE!

## WITH THE HUSKYS RETURNED A NEW INFUX OF METAL ARRIVES AT DBR TEST HQ...

WORDS BY GEOFF WALKER PHOTOS BY NUNO LARANJEIRA

**W**ith the latest additions to the DBR long haul fleet prepped and ready for action we've been pretty frustrated with the horrendous weather we've all been experiencing during this winter and early spring. Fair play to all of you who have been putting in the miles in search of open tracks and all-weather trails... tremendous work!

With new owners at Husqvarna our 310 and 250 unfortunately had to go back so myself and Mr Warner have been a tad down of late. We were in for a great year of fun on those two blasters but this is how things go sometimes. Hopefully the takeover will be smooth and we can get our long haulin' Huskys back for some dirt scrambling action soon. Thanks to Dave Plummer for hooking us up and good luck for the future.

Onwards to our future and with the KTM 450 being launched into racing duty by Martyn Tucker and the TE450 Husaberg landing in our possession along with a little rip snorting Suzuki RM-Z250 we have lots to be getting on with in our test team duties.

As well as the bikes we have had a host of kit come in from JT Racing, 100%, Forma, Shoei, Gaerne,

Alpinestars, Troy Lee Designs and Oakley. Everything needs evaluation time and we are just getting started so the reviews will be coming thick and fast on these pages and also online at [www.dirtbikerider.com](http://www.dirtbikerider.com).

When checking over the Husaberg 450 I found the forks to be running pretty soft. The new WP 4CS forks are a great unit with compression and rebound adjustability on top of the forks for on the fly adjustments. The only issue I found with them during my initial ride was the under sprung feeling coming from the front end. A quick order for a set of 5.0 fork springs and a 76 rear spring to complete the balance went into Berg HQ and a week later I was fitting and modifying the suspension at the Mighty Marsh before our test and film/shooting day. I added 5mm of preload to each fork and increased the oil level. The balance felt good after the refit and my next step will be another 5mm of preload on the forks to allow full attack on the higher speed hits on the MX track at test HQ.

Overall the bike is very impressive in its smooth power delivery from the 450 motor. I admit to not being a massive fan of the 450 motor in any of the enduro bikes I have tested in the past but with more time on the Berg my mind

and riding technique are enjoying the challenge of getting the best from this bike. I hope to use it for some Sprint Enduro action and I know this motor will come alive when the shackles are taken off. I can't wait...

We picked the little Suzuki up the day before our latest shoot so we had zero time with it before riding. The bike has been used a few times for Suzuki press stuff and was prepped before collection so we were good to hit the track.

I fired the puppy up in two kicks and we kicked the sh\*t out of it during the day without it missing a beat in the very heavy conditions. Both Martyn and myself gave the little yellow hell during its initiation and although I felt bad at times it was no drama for the RM-Z. I loved this bike on the launch last year at a heavy yet superb Apex track and the same opinion still stands.

The bike makes good power from low down and although it didn't feel quite as grunty as my initial test sessions at Apex I will put that down to the weight of the bike during the motos at the Mighty Marsh on the day. I look forward to spending more time on the RM-Z and 'tweaking' it into a bike which hopefully Mr Warner, Martyn and I will all get to race during this season.



Godfrey grips it and rips it



**dbr tested**

*Wakker takes a leap of faith – fortunately he believes in the Husaberg*





# PUMP FX!

## ARM PUMP — WHAT CAUSES IT AND HOW IT CAN BE CURED...

WORDS BY ED BRADLEY

**T**he age-old debate over arm pump has fascinated many people with lots of gimmicks and ideas about how to get rid of it created along the way. Here is my 10 pence worth and you might not like it — there is no such thing as arm pump! If it was real then everybody would get it, right? How is it possible that one rider never has it when the rider next to him gets it all the time? Furthermore, how can one rider have their arms pump up during racing yet be fine at practice tracks when riding the same bike?

So, let's say it does exist — now how do you get rid of it? I know professional riders who have had operations to relieve the pressure on the muscles — by cutting the outer sheath to allow the muscles to expand further and eliminate arm pump — only for them to find out that, back on the track, the same thing happens and their arms are rock solid. On the other hand, I've also heard comments about riders who have either used gyroscopic balls — which you move by rotating your wrists — or taken certain nutritional powders and have got rid of arm pump. Brilliant!

So where does it come from and what can you do about it? The first challenge is to consider what you are focusing on. Using remedies to treat the effects of arm pump is a quick fix. Sometimes you can get great results but shifting your attention to the cause is how you will find your answers and get long-term results.

Basically, it all boils down to the good old, universal law of 'Cause and Effect'. The operations, exercises and powders are all treating the effect. It's no different to getting a headache and taking painkillers. Sometimes the painkillers will take the headache away but how many people stop to think: 'Oh, that noise is causing my headache so what can I do to stop or reduce the noise?' This is dealing with the cause. Which do you think has the most powerful, lasting impact? If you deal with the cause, then arm pump is already a thing of the past.

This begs the next question — what causes arm pump? There are a couple of things. Firstly, it could be your bike set up

For example, if the rear suspension is too hard and the front too soft then, naturally, you will have to pull on the handle bars like Popeye to get the bike to ride balanced and level. This extra effort on your arms is a short-cut to Armpumpville!

Another cause of arm pump is poor technique. Many riders ride with their wrists low at the back of the grips — you know, with their elbows down too. This means they are gripping the handle bars with their fingers, rather than having their wrists high, resting on the back of the palms and being able to relax the fingers. If you've been on a training school with me then you will know the exercise, which we use to demonstrate this.

At this point, it's also worth mentioning that when riders come back from a lengthy time off the bike they say they get arm pump too. Bear in mind that if you are getting back into the swing of things you may need to allow yourself a bit of settling-in time before making any decisions about arm pump.

Great! So if you can get your bike set up and learn to use an effective technique then Terminator forearms should be a thing of the past, right? Well how come GP riders suffer from it then? Surely these guys are riding well set-up bikes, have the skill to ride faster than anyone else in the world and have the fitness to do so? Yet these guys suffer occasionally too.

Going back to 'Cause and Effect' if you can ride your bike fine sometimes and get arm pump at other times the solution can be found by asking yourself the question, 'What caused me to choose to get arm pump?' It's a tough question to answer because it may well be linked to fear. The reason for creating arm pump may be to prevent yourself from achieving a different result — good or bad — which is in conflict with something else in your mind. It could be a restrictive belief, deep-seated value or even your identity as an individual.

By eliminating bike set up and technique as causes you are left with your perception of racing and riding. A common experience for riders is practising without arm pump and then

going to a race and suffering with it, or doing really well at club level and then suffering at national level. So what's the difference?

The chances are that you have a different picture in your mind when you think of each of these circumstances and each picture has a different meaning to you. They're your pictures and you can change them — and their meanings — if you choose to. There is nothing stopping you from seeing yourself as larger than life, laughing and having fun, feeling relaxed and in control, safe and fast and much, much more at all events.

One key thing to help you race at your best is to have a clear goal, initiated by yourself, so that you are aiming for a realistic position. It should be just above your reach — meaning that the goal is a challenge for your level of skill. If your perception — what you think — of a race is that the challenge is too high for your skill, then the likelihood is that you will experience anxiety. This on its own can cause arm pump. If you can get this right you are well on your way to producing your best results yet!

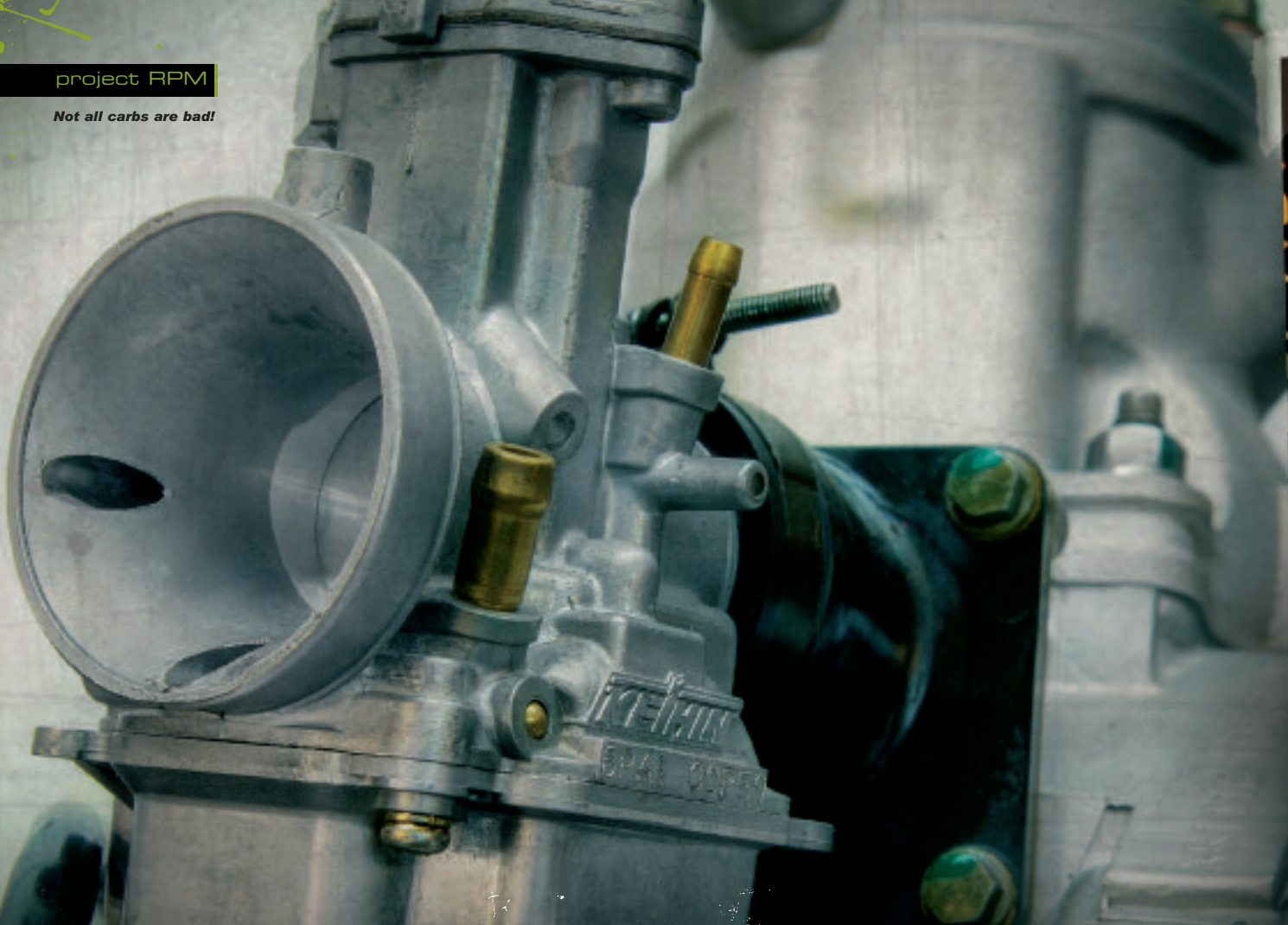
Another thing to give some thought to is your beliefs. If someone you look up to tells you that you will get arm pump because you are riding with a certain type of grip, handlebar, tyre or sticker, or that it is genetic or caused by you trailing your leg around corners — and you choose to buy into these limiting beliefs — then you will create arm pump because you believe you have a reason for it. Choose to disregard the BS! If you 100 per cent believe that a certain exercise or powder is going to make your arm pump disappear or that you are doing all the right things and the arm pump is only temporary then guess what? It will disappear and be a thing of the past.

It's your choice. What do you want to believe and how do you want things to be?









# ON THE EDGE!

PROJECT RPM GETS EVER CLOSER TO COMPLETION...

Words by Robin Bayman Photos by Andrew Walch

**P**roject RPM creeps ever nearer to its conclusion. Most of the donkey work is done. It's just a case of waiting for the final bits to arrive in the post and away we go – presuming everything meets the expected standard!

The KX-F front wheel is taking its time as the boys carefully fit the tyre. I have done a front tyre in less than two minutes so they should leave it to me but they know my speed may result in one or two battle scars to the new rims so I accept being banned from the workshop. Central Wheel Components have refurbished the hubs and re-laced the wheels with all-new spokes to string a pair of SM Pro rims to. Just a final dusting and the new graphics will see the '08 KX250F complete.

The YZ has been centre of attention this past month. After undergoing its engine rebuild those frequently overlooked little bits represented so much of what we wanted to share at the source of the RPM project. Little things that are common to all bikes and can be serviced – rather than just throwing money at replacements – are paramount.

On many bikes with chokes fitted, over time the knob just refuses to stick up by itself, which sees a nation of used bike racers holding up their choke knobs whilst they frantically kick life into the bikes. Even better are those with the

pathetic answer of wrapping a zip-tie round the choke-knob to give it a handle – making the knob easier to hold up. Sorry boys it is not a stroke of genius – you just make your bike look worse.

The repair is not too hard – it's just delicate. Unscrew the whole choke from the carb, fold the rubber boot upward and you can see the issue – it is either because the groove is full of dried mud or, worse, corroded. Clean the shaft with a scotch pad and then, with a sharp-edged diamond file, score a new notch in the choke. The retention is just plastic collars which squeeze into the notch and rarely get damaged beyond the premature wear caused by low maintenance. If the new notch is not enough, twist some fine, stainless wire round the tops to tighten up the spring action of the plastic collar, fold it all out of sight and slip the boot back over the choke. Simple – and it will last for a good time.

Another area often making a bike appear tatty is a kick start which flips out randomly as the ball and spring are either worn or so packed with mud they become ineffective. The Yamaha is typical for this yet it is still an issue to correct. The blank at the back of the kick start is not the position of the ball and spring – it is over on the other side of the lever, just accessed from the back. The solid lump of filler is just a blanking material and needs to be cleared before going

further. Although intended to be a sealed unserviceable the kick start can be serviced with a degree of hammering and pulling to separate it once the retaining screw is removed.

Once separated the ball and spring need to be cleaned and in our case replaced by a small ball bearing and a similar strong, but small, spring. Once clean and the new parts organised the blank hole comes into effect, as a drift or drill needs to pressure the ball into its own hole whilst the kick start blade is put into position. Then, with a pressing action, the spigot needs pushing into the lever. Snatch out the drift to snap the assembly back together – it may take more than one attempt and the angle at which the boss is held in the vice makes a big difference as gravity helps the process.

Said quickly the list of work to serviceable parts – ultra-sonic carb cleaning, repairs to the choke knob, servicing the full front and rear suspension, engine blasting, wheel truing, frame blasting, frame coating and repairing the kick-start return spring – doesn't sound like much but many hours of work and more than a few grazed knuckles have gone into the little YZ to raise its standard. Perhaps the best things on the starter bike were the original, intact seat cover and the standard exhaust which was almost as good as new. This was a bike ready for field scrambling yet now it has the quality of





*Kick start repairs aren't as tricky as you might imagine*



*Some things look good dressed in black and others not so much*

a far newer bike. It will be a great starter bike for the uninitiated racer who wants a two-stroke.

The modifications and repairs to the KTM have been simple as the motor was completely rebuilt and never run – although it was not blasted or cleaned to the degree of the Kawasaki or Yamaha. The areas to work on are a modified, cable-operated hot start as the age-old idea of poking fingers through the purpose-made hole in the tank was never good for a panting racer trying to remount and start the problematic four-stroke in a rush. The Japanese have the right idea here – just a sprung return lever on the bars which is both easy to find and simple to control. A combination of Yamaha and KTM parts will make the modification possible.

Our other problem area was damage to the air box caused by a snapping chain which smashed a hole in the plastic. For almost a season I raced the KTM with a couple of inches of duct tape covering the hole but a have eventually got around to making a small patch cut from an old shock-guard – attached with epoxy resin – to cover the hole. Naturally, the KTM has had its fair share of bling and consumables which will be displayed in the images of the three bikes when revealing them in their finished glory next month.

The frames of the YZ and KTM were blasted

to bare metal and coated by Castle Coatings of Caerphilly – a coater we have used previously and always been satisfied with. Each frame cost about £90 to be blasted and polymer coated in gloss black for convenience of future touching up rather than the hard to match standard Yamaha blue and KTM metallic gold. The process is simple if you have the equipment and, as we don't, we simply cleaned off any mud or dirt, removed the bearing housing from the head stocks and dropped the bikes off with the instruction to collect them a week later.

Once blasted by the coaters, the frames are dusted off before the polymer coating is blown as an electrically-charged, dry powder by a special gun. The polarised polymer dust is attracted to the metal frame, drawing the medium to any exposed metal, even in tight corners. It is odd to see a gun blow what looks like a coloured mist at the frame and suck back at the reverse side of the area to be coated and it is definitely a skill to get that important, even finish all over.

The frame is then suspended from an overhead gantry conveyor which slowly tracks through an oven melting the plastic dust into a solid envelope which wraps the whole frame as it adheres to the surface. The finished result is a durable, thin, even coating. To imagine the quality of finish, just think of a fridge door – it's

that good. Done correctly it provides the best result for the frame.

The wheel-building process is equally skilled and largely done in a laborious manner. Single spokes can be replaced at home as each one is just two parts – spoke and nipple. However, the skill is building a wheel with the correct offset, keeping everything central to the hub. A skilled wheel-builder can turn them out quickly. For us mere monkeys, it is at least a full night per wheel, to fit a new rim and true one up. Even then we were ending up with a job that just met our satisfaction rather than what we would call perfect. Central Wheel can remove blemishes from hubs, supply and fit new spokes and rims rebuild the wheels and send them out ready to throw tyres on. Sometimes it is just better to pay an expert who does the job daily with all the necessary tools at hand.

The final task will be to make the bikes look pretty – nicely designed graphics will bring the bikes to life before we top the levels up and take those first nervous kicks in search of that primal scream of a freshly rebuilt bike. Fingers crossed! The next plan is to set the bikes up perfectly on a dyno and have a bit of a shoot-out comparing new bikes against our budget-breaking recovery fleet and debating if the task is worth doing again.





Eric Peronnard is the man who makes things happen



# TV WINNER!

*THE WORLD'S BIGGEST ACTION SPORTS TOUR HITS EUROPE THIS SUMMER WITH ENDUROCROSS AN INTEGRAL PART OF THE SHOW...*

Words and photos by Future 7 Media

**T**hink of X Games and it'll likely be the headline grabbing disciplines of Moto X Best Trick or BMX Vert that first spring to mind – definitely not Enduro X. But for the last two years Enduro X – the X Games version of Endurocross – has proved itself as a worthy addition to the show.

The man that made it all happen is Eric Peronnard – founder of the Endurocross series. French by birth, US resident for what seems like forever, enduro fan and all around good guy – it's Eric's connections, determination and belief that has resulted in enduro becoming a part of the X Games phenomenon.

X Games – the adrenaline and energy drink fuelled action sports spectacle – has long been a one-off event based in the States. But in 2013 the show becomes a 'tour' with three additional events in Brazil and, more importantly, in Spain and

Germany. And Enduro X will be a part of each and every round.

Although it took a little time to make things happen and for Endurocross to become a part of X Games since its inclusion in 2011 it's more than earned its place and today is the only off-road motorcycle racing discipline.

When the tour lands in Europe in early May and late June there'll be one significant difference to any Endurocross event held before – they'll be run in Olympic sized stadiums. Normally run in arenas and smaller stadiums in the States, in Barcelona and Munich the track builders will have much more space to play with. As a result they'll build bigger, faster and more exciting tracks.

DBR spoke to Endurocross head honcho Eric Peronnard at the final round of the FIM SuperEnduro series in France to find out a little more about X Games coming to Europe... >>



Barcelona's Sant Jordi stadium will host the Spanish leg of the X Games tour







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**DBR:** Eric, let's wind the clock back – when did you first get in contact with ESPN and how did Endurocross become a part of X Games?

**EP:** "When we created Endurocross I knew instantly that it would be a great fit for X Games. During the second year of the series I invited the sports organiser for X Games to be a spectator at Endurocross. They gladly came and were blown away by the action, the brutality and the unpredictability of the racing. By 2005 they were sold on the idea of having Endurocross a part of X Games."

"But with X Games, like the Olympics I guess, being as big an event as it is there's no way of just squeezing in a new event overnight. So I kept talking with them, meeting with them, became a consultant regards motocross and supercross. We weren't so lucky with that because the teams didn't support the schedule but the idea of including Endurocross got stronger and stronger."

"By 2008/2009 I started to feel like I was getting some traction – getting to a point where Endurocross would become a part of X Games

because at that time they were getting a little disappointed with Supercross. It was just a case of not giving up and believing that Endurocross is a great product – perfect for X Games. At one stage I think people thought it was never going to happen but it has and that's great for our sport."

**DBR:** Did the guys at ESPN ever request changes to the tried and tested Endurocross format you'd developed?

**EP:** "The guys at ESPN really respect the sports involved in X Games. Of course they are TV people and if there is a TV feature to be thrown into the sport that will benefit the show they will want to do it but so far that hasn't happened. They haven't asked for any changes regards the schedule or track designs. And for this year the entire Endurocross series will adopt the same format that's used at X Games – that's three heats and two LCQs and then the final."

**DBR:** What was it like for you that first year when Endurocross was a part of X Games?

**EP:** "It was overwhelming. The sheer size of >>



**David Knight could challenge for a medal**







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# TRIVIA

## SOME X GAMES STATS N' FACTS

The inaugural Extreme Games were held in June in Rhode Island in 1995. Wild man Mat Hoffman won gold in BMX Freestyle Vert and Jay Miron won gold in Dirt Jumping. This mass exposure was the beginning of an explosion for the BMX industry. Tony Hawk won the first X Games Skateboard Vert with Chris Senn taking home the first Skateboard Park gold... The Extreme Games name was dropped and replaced with X Games for year two and it's stayed as the X Games ever since... Believe it or not Taddy Blazusiak isn't the first euro motorcycle racer to win an X Games gold medal. Italy's Ivan Lazzarini when he topped the SuperMoto podium in 2009... In 2011 Endurocross first joined the X Games show. Taddy Blazusiak was the first rider to get his hands on an Endurocross gold medal but not the only European competing in the event. Swede Joakim Ljunggren placed fourth... At 40 years of age Jamie Bestwick is the king of the Vert ramp and has no fewer than 10 X Games gold medals to his name which makes him Britain's best X Games athlete ever. Bestwick has dominated for the past decade and has balls the size of melons!

| enduro x



it is unbelievable. I would say it is the second biggest sporting event after the Olympics – it really is that big. When you get to downtown LA you realise that the whole area belongs to action sports. Overwhelming is an understatement. Also, the fear of failing helped make sure we did a good job. The logistics involved in making it work were huge but we made it work just like a regular Endurocross. The biggest difference was that we had 12 hours to build the track and not four days. That was a long night."

**DBR:** Have you been able to bring back anything from X Games to Endurocross with regards to the show?

**EP:** "We have adopted the X Games format for the full Endurocross series. We're looking at it

from a less is more point of view. We are going to do things a little differently. We had 14 races in the past which was too many. So we'll reduce the racing programme and entertain the spectators in other ways. The three global X Games events in Brazil, Spain and Munich will all be on much bigger floor areas that we've dealt with before so we will learn how well Endurocross works in bigger areas and stadiums. We will see if the sport works in third and fourth gear!"

**DBR:** Why have ESPN decided to expand X Games to a four event tour?

**EP:** "X Games has had numerous requests to travel to new locations and we were close to going to Dubai before the global economic crisis.

I knew that ESPN was a global company so it was obvious that they would have ambitions outside of the US. When I heard that X Games was expanding I wasn't sure if Endurocross would be a part of that. We're the little guys – the last ones to join the show. The biggest surprise for me was when I was told that ESPN wanted Endurocross to be a part of all X Games events. That's not bad for the rookie sport in the event."

**DBR:** From a personal point of view, what kind of an opportunity does Endurocross being a part of X Games offer for the global enduro community?

**EP:** "For enduro to be a part of the expanding X Games tour is a huge





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photo courtesy of Anthony "Sutty" Sutton, DBR





Graham Jarvis will be going for gold...



...as will hard enduro arch nemesis Jonny Walker



opportunity. We're talking about 100 million viewers sitting in front of their TVs watching an off-road motorcycle race. Even if only two million know what an enduro bike is X Games will bring the word enduro to one hell of a lot of people. That's important for everyone involved. Endurocross being a part of X Games will certainly help the wider enduro scene."

**DBR:** What can you tell us about the two venues being used in Barcelona and Munich?

**EP:** "I've been to both a few times and they're giant stadiums. We're going to change the format slightly to allow for 15-rider finals. We will also have the woman's class because ESPN has been extremely pleased with it. We have two Olympic sized stadiums to use and have been given the best time slot available which is Saturday nights. We will share the slot with

Freestyle Moto X. It's going to be amazing."

**DBR:** How will the tracks change to fit those larger stadiums?

**EP:** "We have to remember that safety is the most important aspect so we don't want any riders blitzing a rock section in fourth gear. But we're going to be bringing the regular obstacles to the larger stadiums and mixing them with double or triple jumps. It's going to be a challenge simply because we've never done it before. But essentially one lane will be Endurocross obstacles and another will be more open and flowing with rhythm sections. We will learn a lot this year. It's something we can't practice because we don't have access to an Olympic sized stadium or that amount of dirt to play with."

**DBR:** Finally, regarding the rider line-up who's going to be racing Enduro X at the X Games?

**EP:** "We'll have the top 15 US riders which includes Graham Jarvis and Joakim Ljunggren. They've been X games finalists before. We'll have roughly 10 spots open to 'locals'. That means non-US racers. With riders like Graham we'd love to have him. It's not his style of racing but if he can make it work with his schedule then like I said we'd love to have him. We have a major problem with the Barcelona event which is the same weekend as the Enduro World Championship event in Portugal. That's sad but it's impossible to match all of the world's schedules. Munich doesn't clash with anything so we hope that'll attract a real top class entry. ESPN wants to work with riders who want to be a part of X Games."





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# THE CHANGE!

*HOW DAVI MILLSAPS HAS MOVED HIMSELF FROM THE MIDPACK TO BECOME A SUPERCROSS TITLE CONTENDER...*

Words and photos by **Steve Cox**

**D**avi Millsaps has always been known as a very talented dirt bike racer. He was one of the most highly touted kids coming out of the amateur ranks back in 2004, securing a factory ride with Makita Suzuki straight away. Since then he's won 250cc/125cc/Lites supercross championships and quite a few 450 races both indoors and out.

But he's never been considered a title threat in the big boy classes. Ever. Even coming into this year he wasn't. However, for the first time in his career he is a title threat. This is a story about how that happened from his perspective.

Deserved or not Davi Millsaps has gotten a reputation of being a guy who can win on any given weekend but who perhaps had too much drama in his

personal life and didn't train nearly like he should've been training. Sometimes, even if he was just as fast as someone like Ryan Villopoto, Villopoto would beat him anyway because of fitness.

"Just in general, whether it was me out of shape and having the bike that really wasn't the best working bike out there," Millsaps explained. "Those two combined probably made it hard for me to really enjoy riding. When I was in shape and I felt like I was in shape there was a time when the bike was just destroying me so bad that it still looked like I was out of shape – that wasn't fun either.

"During those times I would say that it wasn't that much fun to ride dirt bikes. But, then again I had to make the best of it. So I had to click out of that mindset not wanting to do this and think this is the best it's going to get.

I've got to deal with this until I get something better. That's when I started having better races, better results and more mental strength. I didn't care what the bike was doing – I was just doing my best."

Racers are famous for blaming everything and everyone but themselves, though.

"It's hard to take blame for things that go wrong when we're the ones that didn't put in the work or the effort," adds Millsaps. "And you try to test as much as you can and do the motos and do all the stuff off the bike that we're supposed to do. Yeah, we don't want to admit that it's us because that makes us look bad so it's easier to blame someone or something else. And that's just how it's always going to be for a lot of guys. That's how it was for me before, too. >>







Millsaps came out swinging at Anaheim 1 to bag victory



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Davi and the factory Honda  
450 just didn't gel well



"But here's the problem you run into with that – you have it to where you're blaming something else, you're blaming the bike, you're blaming the track, the sun was in your eyes, anything... The bottom line is that you know in your heart that you just got smoked because you're out of shape. So you're still mentally beat. You're mentally beat because you know that you're not in as good a shape as the guy who beat you – or guys who beat you. So, the only thing you can do is go back and change it."

This sounds like a bunch of doom and gloom but the reality is that without the ability to reflect on these sorts of things then perhaps talented racers like Millsaps wouldn't realize the error of their ways.

"When you look back on those days you realize that's the reason why I am who I am today. It's because of all the stuff that went on and what I did and the mistakes that I made. A lot has changed, obviously. I have a family – a kid and wife. So that's a big change from the time I was 16, for sure. I feel like I'm more mature now and it sucks that it's taken this long to get to this level but it is what it is. I enjoy working hard now. I enjoy riding my dirt bike. It's just, there are a lot of things that have gone on but you live and you learn and you make mistakes and learn from them. Like I said, it sucks that it took this long to learn but I'm glad at least I did learn and figured out what I needed

to do and get going on it – not just sit around with my thumb up my butt the whole time and wonder.

"You have to go back and change what you're doing in order to ever become stronger mentally and physically and that's what I've been trying to do in the whole off-season. Even though I got second in points last year I wasn't mentally strong because I got second because no one was in there. No one was in there as much as they are this year.

"Going into this season, I didn't know what to expect. I worked my butt off in the off-season. I did the most I could for the short amount of time that we get. You know, learning the new bike, getting used to the new bike, testing the new bike – motor, suspension, everything. All crammed into two and a half months."

Millsaps had one advantage though even if it seems like it's not one – he wasn't testing a factory bike.

"I do have factory stuff on my bike – straight from the Suzuki factory where they build all of the Suzukis,"

jokes Davi. Joking aside sometimes factory racers can get lost. >>



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The red plate was a familiar  
sight on Davi's bike until RV  
hunted him down mid season







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The JGR Yamaha helped Millsaps to second in the 2012 SX standings



They have so many settings and parts to choose from that they get confused and they end up making the bike work much worse for them.

"Well, I have the same thing with suspension as I've had every place I went so far except for I don't have the cool coating on the outside or the lighter pieces inside. When I test it's testing all day. More than once a week sometimes. It can take weeks. But with suspension it hasn't really changed that much. It's the motors confusing me and going around in circles with the engines and the tilt of the engine or the motor mount to the brackets or the cams, the pistons, the rods – everything. That's the way it used to be. I like where I'm at because I tell them what I want and they go and have it made. They have different ones made and I choose the one I want. End of process."

Millsaps is undeniably more mature now than at any point in his racing history. Those who know him can tell. He carries himself differently.

The obvious change in Millsaps' life is that he's a father. He has a son – Dane – and he says it fundamentally changed how he looked at who he is and the position he's in.

"Having him was a big motivation but it was a lot of things combined. A big part was Dane of course and a big part was getting on a new team with a new bike. Another big part was sitting down with Ezra Lusk at Elsinore and deciding right then and there that I'm going to do what it takes to get into the best shape I can be in and be the best I can be going into Anaheim 1. All those things combined, having it in my mind that no matter what I don't have a choice but to do the work on the bike that Ezra is making me do.

"There's not a choice. It was either do the work and Ezra be happy or don't do the work and have Ezra not work with me. And to me, Ezra is the sharpest tool in my shed. So I had to do it. And I think I made my mind up to do it because I wanted to give Dane a good life, I

wanted to give my family a good name and I wanted to do something in my sport. For myself and for when people look back and say, 'Oh, what about Millsaps?' they can be like, 'He was fast, he was always up there, he was always doing something crazy.' I don't know what it may be – it doesn't matter. But I just want to do something cool."

In short, Millsaps didn't want people to look back at his legacy and say, 'Remember Davi Millsaps? He really could've been good if he applied himself, huh?'

And ultimately Millsaps is achieving what he set out to achieve. Win or lose in the 2013 title chase he is a player now. In probably the deepest field in the history of the sport that includes Ryan Villopoto, Ryan Dungey, Chad Reed, James Stewart, Trey Canard, Justin Barcia, Jake Weimer and more he led the title chase to at least the halfway point in the series.







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"I mean, if I win or if I don't as long as I know that I gave it my all and did the best I could," Millsaps says. "Maybe I didn't have the best luck on my side every once in a while. Maybe something went wrong or I did something to myself or I wasn't mentally strong enough, it could be anything. Either way, I had a 22 point lead in the Supercross class halfway through the season. I've never even lead the 450 class for one round, let alone many rounds. So, to me that's an accomplishment for myself. That's an accomplishment for the team, for being a brand-new team. That's an accomplishment for myself and everyone in my group that's been supporting me."

"And I'm going to fight for it. I'm not done. I'm going to fight until the end. There are six rounds left and anything can happen. I'm going to do my all to make sure that something happens the most it can. And at the end, if I don't win the title at least everyone will know that I'm here. I'm here in the year that everyone is in that class. And we'll be back next year..."

If he doesn't win the title though there will still be a lot of people who don't give him credit.

That's going to happen. Winning the title shuts those people up but getting second doesn't.

"That's always how it's going to be. Either way you look at it there's always going to be the haters and there's always going to be the believers. You know, there's a lot of guys that are behind me that have believed in me. There are a lot of guys that really aren't behind me but they still believed in me. They still knew that I could do something like I'm doing and those are the people that are always going to say something good."

"But you're always going to have the haters. There are Dungey haters and Villopoto haters and Stewart haters. It's just the fact that I'm doing good. People that don't like me or don't like what I did in the past because of whatever, it doesn't matter. They're still not going to like me. I have people on Twitter writing me all the time saying 'I'm not a fan, but you're doing good' or 'I've never been a fan but you're doing awesome and I hope you win the title but I'm not a fan.' Why would you feel that you need to tell me you're not a fan? But it is what it is. Ultimately, it doesn't matter to me."



*Wins on the Honda were fairly few and far between*

*Success always brings a smile to Davi's chops...*



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*Davi clowning around back in the 250F days with Suzuki*



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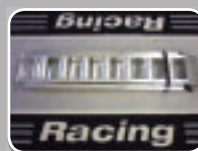
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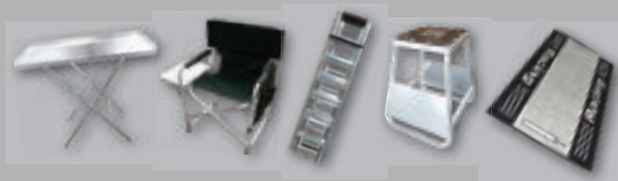
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Keenan Hird will be keen to show the opposition his back all summer



Arenacross champ Mitchell Lewis is looking to lift another MCF title

# ELITE TROOPS!

THE HOT PICKS IN THIS YEAR'S ELITE YOUTH CUP...

**H**aving already wowed the masses with his talent when finishing fourth as a nine year old last term, Finley 'Rossi' Beard is widely touted as the favourite to lift this year's EYC 65cc crown. But if there is to be a serious challenge to the Beard supremacy watch out for Raivo Dankers. The young Dutch master hit a fifth place finish at last years Matterley Basin Euro finals, bagged fifth overall at the Elite Youth Cup one off at Mill in Holland and also grabbed two heat wins at the Culham championship closer. Looking at others likely to be stood on the end of meeting box then Kacey Hird is surely a

choice pick. Season long the scrap for places should also feature Eddie Jay Wade, Ike Carter, Joel Rizzi, Preston Williams and Lewis Wood along with newcomers Louie Kessell and Jack Grayshon.

The 85cc smallies could be a classic. Scotland's Alexander Brown will be all fired up as he bashes plastic once more with Manx maestro Jed Etchells. Southern speed merchants Dylan Woodcock and Harry Kimber complete the quality quartet. Last season's 65cc high fliers Tom Grimshaw and series runner-up Christopher Mills will also have eyes fixed on the podium.

As stand out favourites go Holland's finest Bas Vaessen will surely take some catching in the big wheel 85s. On his day Vaessen was as good as anyone in Europe last year – so what a scalp for all to aim at if he hops on a ferry for every round! Vaessen won't be too used to racing against the banger crew and here Will Jeonney and Mitchell Lewis could be the boys up for a challenge. In the two-stroke ranks Jay Hague and Jordan Eccles are two firm favourites. David Keet is another in fine fettle as are Joe Jefferies, Connor Hughes and Billy King. From last years s/w campaign champion Keenan Hird along with George Grigg Pettit, Taylor





## HOT DATES!

### ELITE YOUTH CUP

April 20/21 Landrake Moto Parc, Cornwall

May 18/19 Weston-super-Mare, Somerset

June 29/30 Culham Park, Oxfordshire

July 20/21 Whitby, North Yorkshire

August 3/4 Canada Heights, Kent

August 31/September 1 Hawkstone Park, Shropshire

September 21/22 Culham Park, Oxfordshire



Jed Etchells should be a front runner in the smallies

Hammal, Dexter Douglas and particularly Albie Wilkie will fancy the joust. Wilkie already showing he has the speed to mix it with the sections best.

In the Rookies class Kawasaki could well prove to be king as last year's vice champion Dan Thornhill goes heads up with Arenacross champ James Harrison. Also from the upper reaches of last years show Rob Davidson makes it a trio of green threat with his MJW ride. Some others in with more than a good chance of making the podium include Liam Knight, Fraser Wakeford, Matthew Callaghan, Oliver Osmaston, Rob Muscat and Joe Bamfield.



JJ was unlucky not to take the Arenacross title

## SPOTLIGHT ON... JOE JEFFERIES #75

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**R**unner-up in the recent Monster Energy Arenacross series and also second overall at round one of the Wulfsport Masters shows Joe Jefferies is back on track with a bang. 'Back on track' being the appropriate phrase as it's been a long old haul for the south coast youngster following years of injury setback.

A really promising start to JJ's racing career included third and fourth place returns in the world minis at Auto level. Then on 65s JJ placed runner-up at the MX Masters in Belgium as well as third that same year at the Canada Heights International.

Unluckily however a catalogue of broken bones also began in 2008. The nightmare run starting with a left tibia break and ACL knee damage collected in a last lap spill when leading at Landrake. One year later the same damage again and the knee was even more messed up. It then took almost 18 months for doctors to agree the much needed knee reconstruction surgery.

2011 was a good year with BSMA National and FWSX podium finishes added to the Jefferies CV. Starting 2012 with a Hooper Suzuki ride all looked promising but with two collarbone injuries to deal with (one in spring and then again one in the summer) and the season just kinda drifted away.

When meeting Joe a few weeks back I asked him one simple question first – are you fully race fit now? I was pleased to hear a resounding smiley 'yes' came back at me – here's a little of what else Joe has to say.

**Rage:** The bog standard poser to begin with Joe – give me your season's goals?

**JJ:** "With the Arenacross success and picking

up help there from MX500 the year began really well. For the outdoors stuff I'm aiming to be top five in all competitions. I will be moving up at the end of this term so this is my last year to prove it on 85s."

**Rage:** Which competitions are you looking forward to the most now and why?

**JJ:** "The Elite Youth Cup for sure – I have won races in the past and I enjoy the tracks because they are so well prepared."

**Rage:** It's obvious from your indoor results down the years that you are very capable with the tricky, technical stuff – but what are your favourite tracks?

**JJ:** "Well Foxhill is my favourite track of all – it's technical, fast and with big jumps! This all suits me just perfect."

**Rage:** If you had a younger brother just starting out in MX what would be your main advice be?

**JJ:** "My main advice is not to start motocross in the first place – only joking! Best advice would be to not to let your dad coach you as they only moan even when you do well – well mine does anyway! Also don't bother riding autos – learn on a 65cc geared bike and go from there. Overall though I would tell him it's a dangerous sport – it takes a lot of practice, time and money but it's the most exciting sport on the planet!"

**Rage:** Who do you need to thank Joe?

**JJ:** "I would like to thank my mum and dad and all of my sponsors too. I'd also like to thank my little sister who has to come with us racing and give up all her free time to support me. She is 10 now and has done this all along, thanks sis!"





2012

# MX WORLD CHAMPIONS

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HERLINGS**  
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Speedy Matt Callaghan's  
unlucky to just miss the  
Maxxis podium at FatCat



Typical Mini Masters  
race action from Preston

# BLAST OFF!

THE SCHOOLIE SEASON STARTS WITH A BANG...

**W**ith the Elite Youth Cup yet to start and the British Youth Nationals on hold until May it's been up to the GT Cup, British Masters and Maxxis MX2 to kick things off.

Charlie Heyman proved last term that he's a future star in the making and at the opening round of the GT Cup he once again totally nailed it with four 50cc heat wins. Heyman is undoubtedly the best of the Auto gang but who are the guys running a challenge? Jaygo Beastly and Vampires Rock pilot Harvey Cashmore matched each other blow for blow at Mildenhall and with fast Freddie Wyhard only just shy in fourth overall – the season long battle behind Heyman could be intense.

To no one's real surprise in the 65s at Motoland Gary Ashley rolled them over without too much bother. In the Ashley whitewash wake Eddie Jay Wade also impressed finishing fifth overall after qualifying fastest. Second overall went the way of speedy Ike Carter with Lewis Wood in third.

In the 85s there's a little more evidence to weigh up with two events being run. Jay Hague and Albie Wilkie are both shining brightly with Hague particularly impressive with maximum points and a pulsating final ride from last to first at Preston Docks. Wilkie as a new upgrade impressed by topping the timed session at Mildenhall then going on to lay down a few rapid markers for the season ahead. Also making a mark in both events was Dexter Douglas who looks bang on the money.

Up at the docks in the small-wheel section of the Masters Alexander Brown set the place alight with lap times almost matching the best of

the big-wheelers – easily winning all four heats. Top of the GT Cup pile in the smallies and it's a close run thing speed-wise between series leader Tom Grimshaw, followed by Carl Budge, Chris Mills, Tommy Clark and Connor Ford.

On the Euro front in the ONK series Conrad Mewse has kicked off brilliantly by taking all four heat wins from the opening two rounds. So far in the Dutch championships only Spanish wonder kid Jorge Prado Garcia has shown enough speed to give the Somerset flier a decent race. Having said this young Garcia – the 2011 world 65cc champ – is struggling for consistency with just one points score logged. Taylor Hammal and Dexter Douglas are currently running 24th and 27th in the standings.

Moving on to the senior ranks and in the best get together so far it's a case of all the usual suspects plus one at the Maxxis MX2 opener at FatCat. The rapid plus one is Scottish flier John Adamson as he takes a wrecking ball to the pre-season predictions by running away with the series opener.

On the day Adamson was chased hardest by Matthew Callaghan but Matty eventually dropped to fourth. Rob Davidson and Oliver Osmaston finished in second and third respectively – Davidson coming from dead last after he got stuck behind the gate. There was just one race run due to adverse conditions.

Jamie Ellis and Reece Desoer bagged two heat wins each at Preston Docks and they lead the way in the Masters MX2. In the GT Cup version of MX2 Tony Saunders, Rickie Roderick and Kieran Burns were the heat winners – Saunders leads the way overall two points clear of Roderick.

## SERIES STANDINGS!

### MAXXIS MX2

1 John Adamson 25, 2 Rob Davidson 22,  
3 Oliver Osmaston 20, 4 Matthew Callaghan 18,  
5 Brad Todd 16, 6 Ben Putnam 15

### BRITISH MASTERS 85SW

1 Alexander Brown 200, 2 Archie Osmaston 178,  
3 Oliver Costerdine 176, 4 Ben Burridge 174,  
5 Matthew Pocock 150, 6 Dylan Spencer 146

### BRITISH MASTERS 85BW

1 Jay Hague 200pts, 2 Joe Jefferies 186,  
3 Dexter Douglas 170, 4 Brett Pocock 166,  
5 Jack Naylor 156, 6 Matt Lomas 154

### BRITISH MASTERS MX2

1 Jamie Ellis 194, 2 Reece Desoer 182,  
3 Daryl Wallis 174, 4 Josh Cadman 162,  
5 Kyle Lane 156, 6 Loukas Maggio 143

### GT CUP AUTO

1 Charlie Heyman 180, 2 Jaygo Beastly 164,  
3 Harvey Cashmore 164, 4 Freddie Wyhard 160,  
5 Harrison Borg 139, 6 Harvey Stresel 139

### GT CUP 65

1 Gary Ashley 180, 2 Ike Carter 164,  
3 Lewis Wood 158, 4 Jack Grayson 150,  
5 Eddie Jay Wade 146, 6 Frankie Cutmore 139

### GT CUP 85SW

1 Tom Grimshaw 172, 2 Carl Budge 172,  
3 Chris Mills 166, 4 Tommy Clark 151,  
5 Connor Ford 140, 6 Oliver Cook 135

### GT CUP 85BW

1 Will Jeonney 176, 2 Henry Siddiqui 160,  
3 David Keet 158, 4 Michael Ellis 152,  
5 Dexter Douglas 144, 6 Jake Edey 134

### GT CUP MX2

1 Tony Saunders 172, 2 Rickie Roderick 170,  
3 Kieran Burns 168, 4 Ben Franklin 150,  
5 Ben Cole 147, 6 Kyle Lane 137

### ONK 85

1 Conrad Mewse 100, 2 Glen Meier 78,  
3 Cyril Genot 72, 4 Mikkel Ringfeldt Haarup 61,  
5 Patryk Zdunek 58, 6 Youri van't Ende 41

Josh Cadman leaps to  
fourth at Preston Docks



## GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT [MIKEGURNEY55@YAHOO.CO.UK](mailto:MIKEGURNEY55@YAHOO.CO.UK)









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## FMX FRENZY!

Frenchman Thomas Pages is at the forefront of the new wave of freestylers and is without doubt a bonafide badass on a dirt bike. Pick up the June issue of DBR for an exclusive interview with Thomas and his brother Charles who cheated death at Bercy a few years back when a frontflip attempt went terribly wrong...



© Ricky Monti

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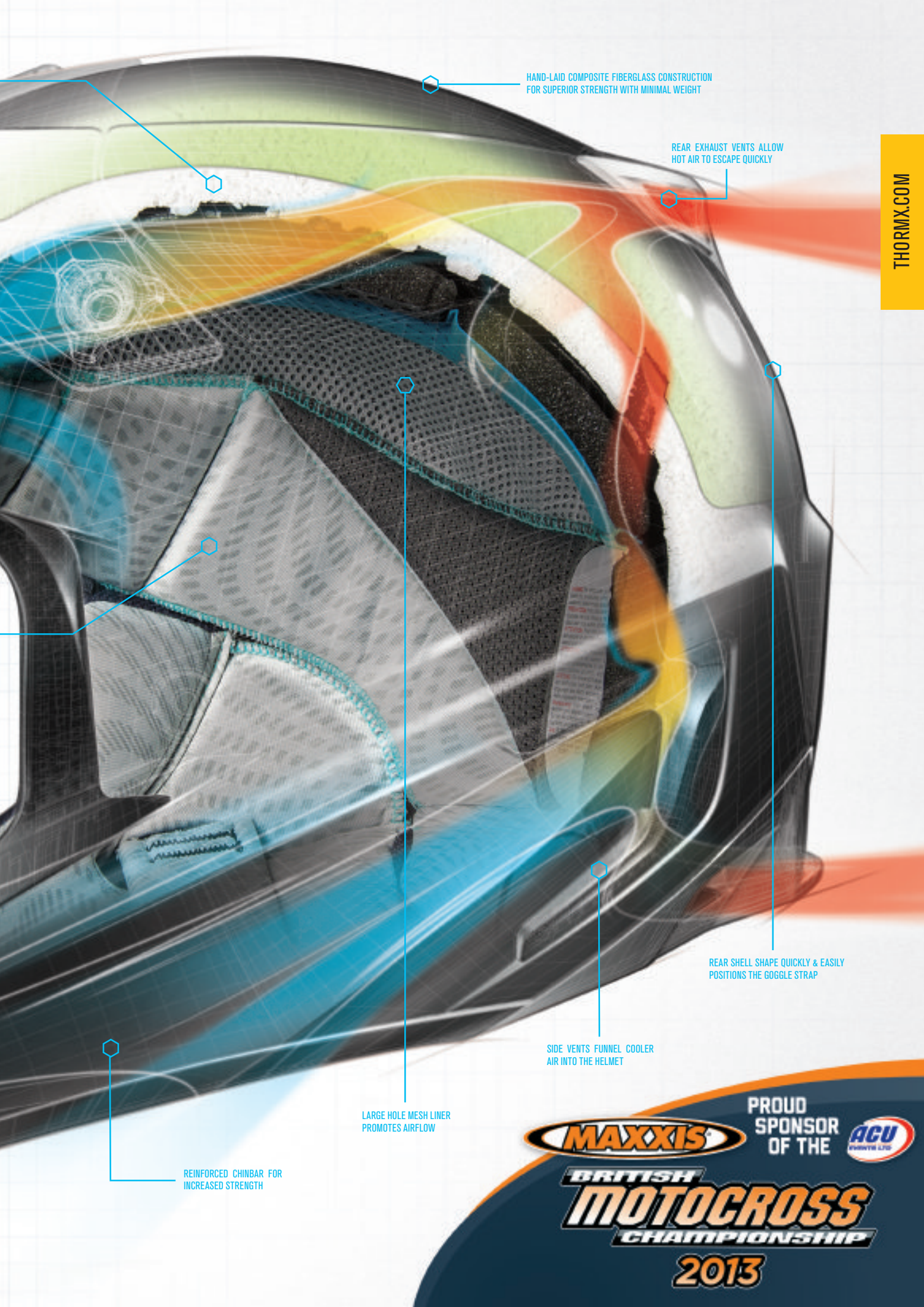
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